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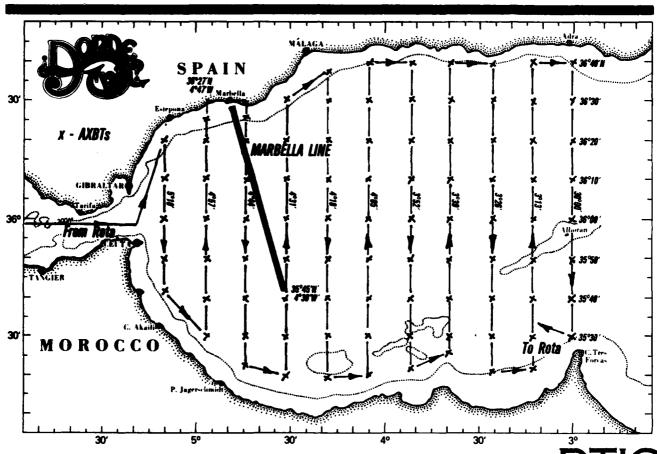
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Naval Ocean Research and Development Activity NSTL, Mississippi 39529



An Analysis of Aircraft Data Collected in the Alboran Sea During ¿ Donde Va?, 6 Through 18 October 1982



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July 1983

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ABSTRACT

PDuring the period 6-18 October 1982, a U.S. Navy aircraft flew a series of oceanographic survey flights over the Alboran Sea as part of a multi-platformed international experiment called Donde Va? The purpose of the flights was to measure the surface and subsurface temperature distribution, the short-term surface flow, and the atmospheric conditions during the period of the intensive field investigations.

This technical note describes these flights and presents the analyses of the Precision Radiation Thermometer (PRT-5), the Airborne Expendable Bathythermograph (AXBT), the sonobuoy drift, and the Inertial Navigation System (INS) wind data.

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ACKNOWLEDGMENTS

This project was funded by the Office of Naval Research, under Program Element 61153N, Dr. Dennis Conlon, program manager.

AN ANALYSIS OF AIRCRAFT DATA COLLECTED IN THE ALBORAN SEA DURING DONDE VA?, 6 THROUGH 18 OCTOBER 1982

bу

Paul E. La Violette

and

Jeffrey L. Kerling*

I. GENERAL

During the period 6 through 18 October 1982, a U.S. Navy aircraft flew a series of oceanographic survey flights over the Alboran Sea as part of a multi-platformed international experiment called Donde Va?** The purpose of the flights was to measure the surface and subsurface temperature distribution, the short-term surface flow, and the atmospheric conditions during the period of the intensive field investigations.

This Technical Note describes these flights and presents the analyses of the Precision Radiation Thermometer (PRT-5), the Airborne Expendable Bathythermograph (AXBT), the sonobuoy drift, and the Inertial Navigation System (INS) wind data.

Position information during the flights were recorded simultaneously from the three navigation systems listed in Table A. These systems were updated several times during each flight by radar fixes and landmark overflights. A post-flight navigation accuracy assessment was made to determine each systems's overall performance. Additional corrections were applied to each fix based on inertial drift rates in order to plot the most accurate position for individual survey events. (Inertial navigation system (INS) #2 showed overall best performance during the study.) Wind speed was computed continuously by all navigation systems and recorded in the navigator's logs at the time of each major event.

The aircraft oceanographic and meteorological equipment are described in Tables B and C, respectively. The dew point hygrometer malfunctioned at the start of the mission and no humidity data is available.

Surface temperatures were obtained using a PRT-5. A study of the differences between the PRT and AXBT temperature values is presented in Table D (the PRT measures the radiation temperature of the water, whereas the AXBT measures the sensible water temperature at a depth of approximately one meter). The study was made by determining the daily mean of differences obtained by subtracting the PRT temperature value from the AXBT surface temperature value at each AXBT drop point.

*Naval Oceanographic Office, NSTL, MS 39522

**This portion of Donde Va? was sponsored under a contract with Office of Naval
Research, Code 422, Coastal Sciences. The primary objective of Donde Va? was to
measure the velocity and hydrographic structure of the incoming flow of Atlantic
water. A full description of data collection approach to the experiment can be
found in the "Donde Va? Operation Plan." A limited number of copies are available
for individual requestors.

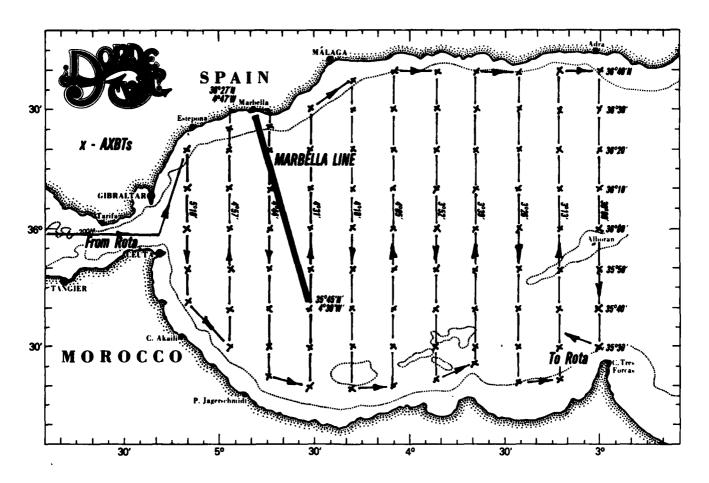


Figure 1. Mapping (A-B) and Marbella Line (C-D) generalized flight tracks from the Donde Va? operation plan. During the mapping flights AXBTs were dropped every 20 km along longitudinal lines spaced every 13 minutes of longitude. The inshore AXBTs on the longitudinal lines on each side of the longitudinal Marbella Line were dropped at 36°25' latitude. AXBTs on the southern extremes of the lines were dropped just outside the Moroccan 22 km territorial limit.

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Table A. NAVOCEANO SEASCAN AIRCRAFT

Type - RP-3A, four-engine, turbo prop.

Crew - Five scientists - 13 Navy flight crew.

U.S. Naval Oceanographic Office, National Space Agency - Technical Control:

Technology Laboratories, Mississippi

Operational Control: Oceanographic Development Squadron Eight,

(VXN-8), NAS, Patuxent River, Maryland

Operation Performance

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- Operation range: approximately 5,185 km (with 3-engine loiter)

- Operation speeds: plane can operate with one engine loitering depending on weather and survey requirements - speeds for this survey

are as follows:

- 333-444 km/hr (3 engines) Operation area Enroute op. area - 555 km/hr (4 engines)

Max. operation altitude: 3,280 m (unpressurized)
 Min. operation altitude: 60 m

- Navigation: - Two inertial Navigation System (LTN, 51) - +0.19 km (relative

accuracy)

- One GNS-500 VLF Comm/Omega

Since the standard deviation of these daily measurements are relatively small, a simple adjustment may be made to any single day's PRT data to make them comparable to that days AXBT data. For example, the PRT surface temperature analysis for 11 October can be made compatible with the AXBT data by subtracting 0.4°C from the isoline values.

Surface drift estimates were obtained by deploying SSQ-57A sonobuoys at equally spaced intervals along a linear track, then relocating each buoy later in the flight using the aircraft's sonobuoy tracking system. The variation between their initial drop points and new position, after drifting over a period of four to five hours, provided the data for deriving individual buoy drift speeds and directions. Sonobuoy specifications are detailed in Table E.

On several occasions the entire line of sonobuoys was tracked twice, with the first tracking occurring two hours after the sonobuoys were dropped. On these occasions, the results of both trackings showed linearity in direction and speed. Thus, only the longer drift measurements are used to compute the drift rates and directions presented here. However, the positions of both the first and second drift locations can be found in the navigator's log also presented in this Technical Note. Thus, the reader may replot the various drifts to get the total drift vector. All times listed in figures and navigator's logs are Greenwich Mean Times.

TABLE B - OCEANOGRAPHIC EQUIPMENT ABOARD SEASCAN AIRCRAFT

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INSTRUMENT TYPE/MANUF/MODEL	PARAMETER	MEASUREMENT TECHNIQUE	RANGE	ACCURACY	RESPONSE TIME
Airborne Radiation Thermometer Barnes Engineering Co. Model PRT-4A	Radiometric sky temperature	A thermister bolometer bridge circuit detects in the 8.0-14.0 micron region.	-60 to +20°C Can adjust to wider range for measure- ment of sky temperature.	+0.55°C under Taboratory conditions	1 sec
Precision Radiation Thermometer Barnes Eng. Co. Model PRT-5	Radiometric surface tem- perature	Same as above except uses 9.5 - 11.5 region.	-30°C to +80°C 2° field of view	+2°C when below 1000 feet and after environmental corrections.	Selectable: 5 msec 50 msec 500 msec
Infrared Scanner Texas Instruments RS-310	Radiometric surface temperature	Energy received in the 8-14 micron region is focused on Mg Cd Te detector and is translated to modulate the intensity of a light spot focused on film.	120° field of view.	+0.1°C theo- retical thermal resolution with 3 milli-radiad detector. +0.011°C theo- retical thermal resolution with 3 milli-rad detector.	
Laser Profilometer Spectra-Physics,Inc. Model 3A Geodolite	Surface wave heights and terrain profiles.	Amplitude-modulated helium-neon laser beam is reflected from the target, received, and converted to a range value	Typical operating altitude is 500 to 1000 Range Steps: 10; 100; 10,000; and 100,000 ft.	+3 inches during op- eration in the range of 500 to 1000 feet.	Selectable for 1, 3, 5, 10, 20, 50, or 100 msec. msec
Airborne Expendable Bathythermograph (AXBT) Selected Govt. Contractors Model AN/SSO-36	Water tem- perature vs depth profile	Frequency modulated signal containing temperature data radioed to the aircraft where signals are converted to temperature values.	-2°C to +35°C 0 to 400 meters (0 to 1312 feet)	+0.5°C off- The-shelf. +0.15°C with recalibration. 5% of depth.	5 sec
Still Picture, Aerial Camera Wilde Herburg RC-8	Visual	2448 color positive, film 8"x8" format.	73 44' field of view. Coverage at 10,000 approx. 15,000.	60 lines/MM (AWAR)	Shutter speed 1/1000 sec Frame Speed 1 per sec.

TABLE C - METEOROLOGICAL EQUIPMENT ABOARD SEASCAN AIRCRAFT

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INSTRUMENT TYPE/MANUF/MODEL	PARAMETER	MEASUREMENT TECHNIQUE	RANGE	ACCURACY	RESPONSE TIME
Dew Point Hygrometer Cambridge Systems, Inc. Model 137-C3-S3	Dew Point	Stainless steel mirror is cooled to air saturation (dew point) temperature utilizing a thermoelectric cooling technique. An optical system senses the dew and controls the mirror temperature at dew point.	-50° to +50°C	+1°C below D°C +0.5°C above D°C	3°C/sec when at nominal depressions.
Pressure Transducer Rosemount, Inc. Model 1301A	Absolute barometric pressure	Variable capacitance proportional to pressure.	370 to 1035 mb	<u>+</u> 1 mb	25 msec
Quartz Crystal Thermometer Hewlett Packard Model 2801A	Outside air temperature also used for flight calibrating of PRT-5	Indicates temperature as a consequence of frequency changes exhibited by temperature sensitive quartz crystals used as sensing elements.	-80° to 250°C	<u>+0.02°C</u>	Less than 0.2 sec

Table D. Variation between PRT and AXBT (surface) Tempeature Values

Date Oct (1982)	Number of Comparisons	Mean Difference (AXBT-PRT)	Standard Deviation
6	88	(+)0.03	0.27
11	63	(-)0.38	0.65
13	15	(+)0.23	0.26
15	54	(-)0.23	0.50
18	*	*	*

^{*} No AXBT data available

TABLE E. SSQ-57A Sonobuoy Specifications

0	Description and function	.Passive, omni directional measurement of underwater acoustical energy
	Transmission channels & power	
0	Length (freeboard), width, and weight	.91.4 cm (15-20 cm) 12.4 cm, and
		6.8 Kg
0	Operating depth of hydrophone	.18 m (selected)
_	Operating life	Q house /colocted)
0	Antenna	.Whip

Table F. RP-3A Data Collection during Donde Va?

				Buoys [eployed	INS Winds &
Flight No.	Date	Type Flight	PRT	AXBT	Sonobuoys	Air Temp
1	6 Oct	Mapping	Yes	88	0	Yes
2	9 Oct	Marbella Line	Yes	0	15	Yes
3	11 Oct	Mapping	Yes	79	15	Yes
4	13 Oct	Marbella Line	Yes	17	25	Yes
5	15 Oct	Mapping	Yes	75	15	Yes
6	18 Oct	Mapping	Yes	0	40	Yes

II. SURVEY DESCRIPTION

The RP-3A aircraft staged from Rota, Spain and normally entered and departed the study area via the Strait of Gibraltar. During the study period six flights were conducted, four of which were mapping flights over the entire Alboran Sea west of Alboran Island (Figure 1). During these flights, the aircraft dropped AXBTs approximately every 20 km to provide a grid of subsurface temperature data to a depth of 300 m. (Atlantic water is restricted to the upper 200 m, thus, these temperature data include all of the inflowing water.) Normally the aircraft flew at an altitude of 300 meters except where noted in the analyses. PRT temperatures were collected along all flight lines.

Sonobuoys were dropped during these flights along the longitudinal line 4°45'W from a point near Marbella on the Spanish coast to a distance 30 km north of the Morrocan coast. This line and another sonobuoy drop line originating at Marbella and situated at a slight angle to the 4°45'W line have been termed the Marbella Lines (Figure 1).

The remaining two flights were special flights whose flight tracks were limited to the Marbella Line. AXBTs were dropped on only one of these two flights, whereas sonobuoys were dropped on both flights. A listing of all of the flights, their purpose, and the instruments used is presented in Table F.

III. DATA PRESENTATION FORMAT

Part I, horizontal analyses and flight history will be presented in chronological order and will follow a standard format for each mapping flight:*

- navigator's log
- 300 m INS wind analysis
- sonobuoy drift
- surface temperature (PRT) analysis
- 20 m temperature (AXBT) analysis
- 50 m temperature (AXBT) analysis
- 100 m temperature AXBT analysis
- depth of the 18° isotherm

The sonobuoy drift data for the Marbella Line flights of 9 and 13 October is also presented in chronological order with the mapping flight data.

The vertical analyses in Part II will present one figure for each day that will include the INS winds, current (i.e., sonobuoy drift) analyses and the vertical temperature distribution along the Marbella Line and, in the case of 18 October, a generally east-west line.

IV. AIRCRAFT SCIENTIFIC AND TECHNICAL PERSONNEL

Paul E. La Violette, Chief Scientist
Jeffrey Kerling, Aircraft Scientific Coordinator
Norbert Schmidt, Electronics Engineer
Phil Parrot, Electronics Engineer
Ramon Andre Oriol, Technician
Michele Champagne Philippe Scientist (France)
Heinz van der Piepen, Scientist (France)
Hebre Champagne Philippe Scientist (France)
Heinz van der Piepen, Scientist (France)

^{*}Note that no sonobuoys were dropped on 6 October and no XBTs were dropped on 18 October.

PART I HORIZONTAL ANALYSES AND FLIGHT HISTORIES 6 OCTOBER 1982

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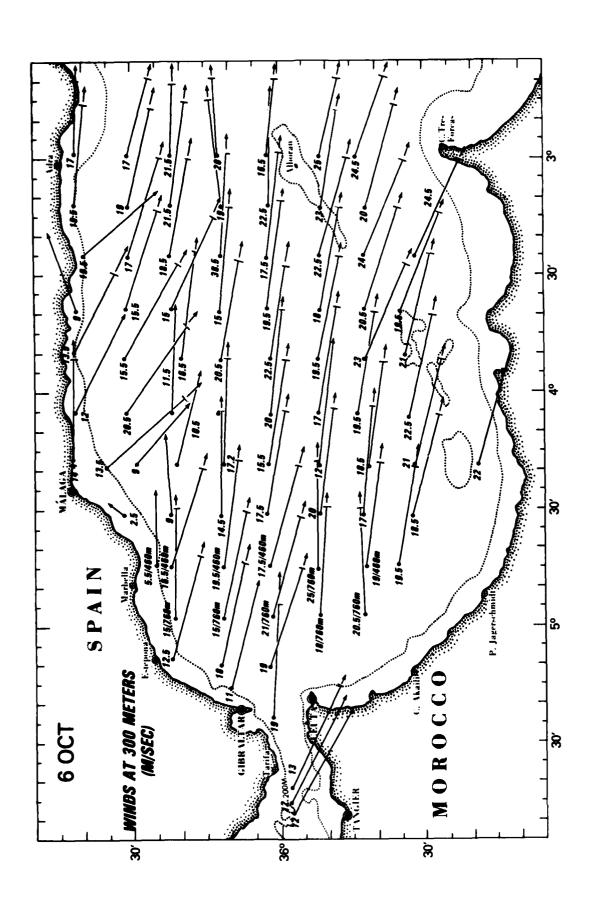
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NAVIGATOR'S FLIGHT RECORD

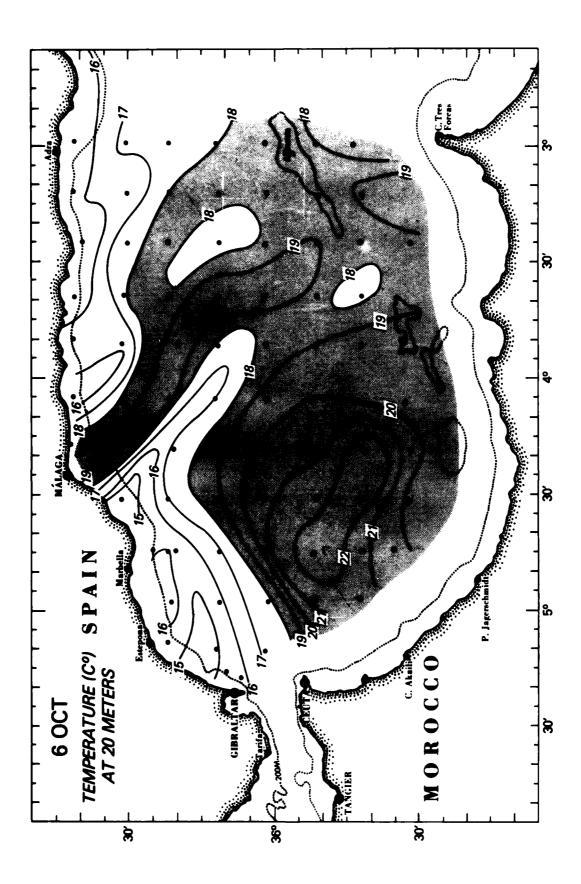
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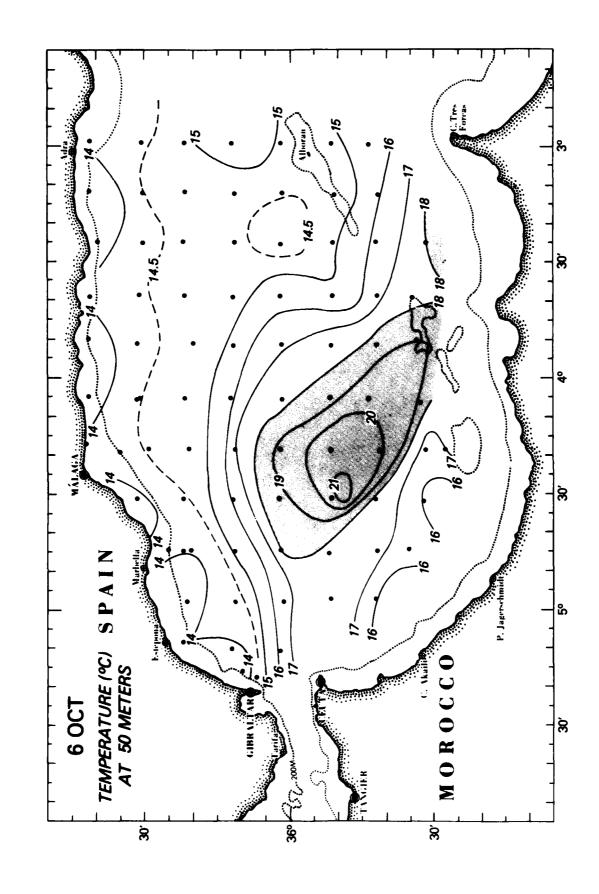
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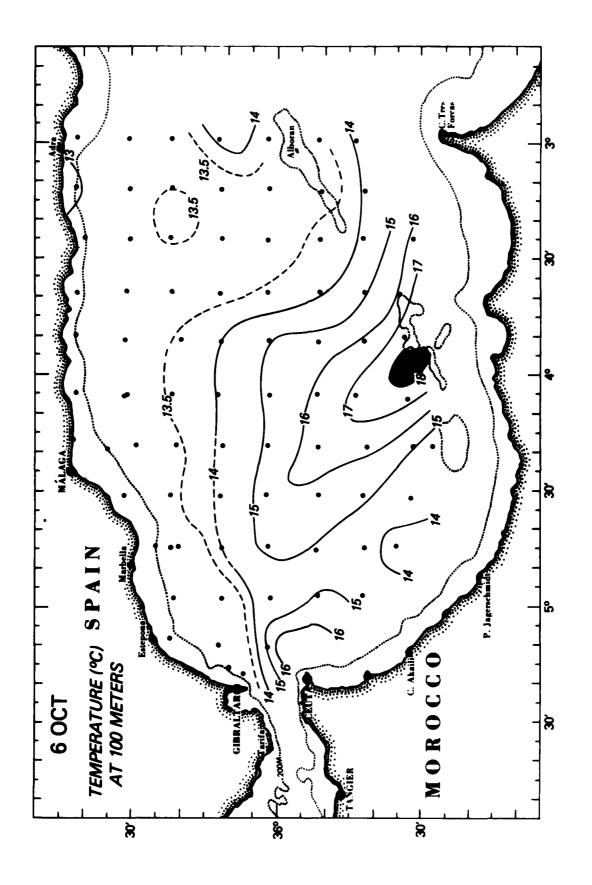
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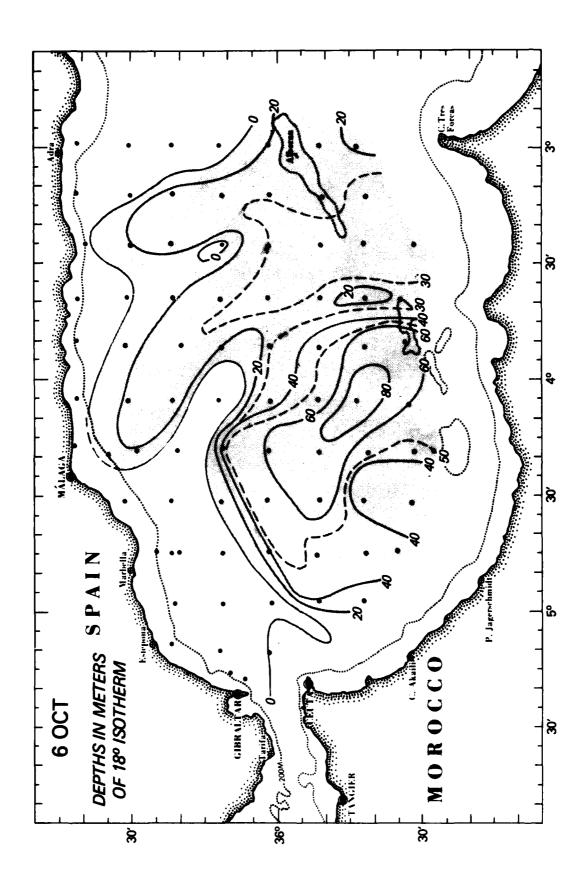
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9 OCTOBER 1982

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3%		26.17.7	2617.0	24.	,	31.1	16.	1001		3					41.7
34			78hh	1/4	Ş		\$		22,	8					() *
37		36205	36.199			7,	4	80	- 9	}					41.9
*		4.426	4445	>	1	×	67	3	100	>			•		
38		36.334	36.728	•		2.1	10.	$\overline{}$	3						410
6 7		4436	7.Shh	>	3	3/2	Ź	٠. ١	3	ح					•
$ \mathscr{E} $		34.76.2	-		2	7	ō	Z	2						#15
25		4446		>	2	<u>y</u>	90	ō	ğ	>) :
\$		24.39.8	7							,					7/#
72		4.469	447				_ _	\		>					74 11/4
95		3.268				1 2		18re		, 28,					AXPS #4
8		4.451	4.46.7	1601	ا ا	52	6	B	g						l
48		26.204	36.19.4	11.11	4.	1100	4	THE	140	>					*
77		4.428	4.44.4	7		2	9	17	11.	>					
4		26-16-7	H51.98	//	,		10	हिस	10.	>					FEST
१		4.41.5	5. 6.244	5	رو	F	82,	2	11/2	•					
50		36-12.9	36 11.6	>	>	/	190	Zite	19_	\					74
8,		4.40.3		•	^	`	6,	52	Ş	>					
ジ		36.08C	36.073	>	7	120	``	Lies	19,	>		i			POSIT
B		4.36.9	4.40.7	-	J	6	_		0,	•					
15		36.051		161-		13.	e e	it of	192						43
165		4338	4.340	3)	_		3	75	7	>					
OCEANDEV	OCEANDEVRON EIGHT 3760/1 (REV 81)	0/1 (REV 81)				· ·									

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				2	/IGA 10	H S FLIC	NAVIGATOR'S FLIGHT RECORD	ONO						
A/C CMDR	MAV	SNR			AIRCRA	AIRCRAFT BUNO		TRACK SE 1 82	* 4	42	FUEY)		Dien .	- DATE JOF
TIME E/W	NF	7 #	10	٧٥	Ŧ	\$9	WIND DIR/VEL	TAS	ALT	DIST + TOT	DIST	<u> </u>	ATA	
The sol	500-96	1.65.5E	591	79	141	661	2/2	194	gg,					POEIT
55	4302		>	>	`	861	24	12	>					44
50' 50'	4.33.4	35.55 4.34							>					POSIT
75 _A	35.492	9EE-17	79 819		14	202	Ser.	1961	>					#5
52	35461	35448	ar pre		342	व्हर	8/2	apre	138/					9#
2%	35.52b 4.33b	4.35.1	She	^	343	343 938	27.2	Shop	>			<u> </u>		#7 POSIT
5 31	35.56g 4.348	35.55	>	۲.	7	Ree	अस्	Stry	>					サイ
47	4.33.7	4.39	334	K	She	339	33	340	>					#8
五份	4-400	4.41.7	348	0	3de:	232	600	hee	>					6#
2X	164.42	36.18.3	ने इस्ते	1	348	ata	1/2	340	>					#10
₩.	36 27.6 4.45 b	1.7c 9E	>	\		>	12 O	2h	/					#11 AH C
/									Ŧ		, <u> </u>			MARK ANSARM
123 3	1.45.7 4.42.7	35.25 4.456	12 12		lby	164 He Hall		poel the	13cg/					POST
OCEANDEVRON EI	OCEANDEVRON EIGHT 3780/1 (REV 81)													

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					2	VIGATO	R'S FLIG	NAVIGATOR'S FLIGHT RECORD	ORD						
A/C CMDR	æ	uns 1740bet 1727 AVN	_	W. Ynawe		AIRCRAFT BUING	500		TRACK	63 ×	#2	FROM	7	resid	900 St.
TIME	1# av/3	NLF	**	70	DA	£	SS	ية ه	TAS	ALT	PIST + TOT	DIST	ETE	ETA ATA	REMARKS
1127 W	7	518	36146	16.2		1/2	177	1165	77%	(5)					キロ AXPZ
B	3	4.405	442.8			S	410	105	P	8					
8		36.07.9	3-062	1,),	_	7	18	7	>			¥		#13
44		4-23.7	4.39.8	المعرا	_	79,	30	11	4	>					
<i>₹</i>		136-61.1	35.59.4	11/F	7,	l	753	Sor	2,1,	\					414
124		4384	4325	52		+0,	7	13	44	>					
23		135.54.d		11.			7	Res	7	>					BEIT
8		1824		ķ	٦	ž 20	3	6	200				•		
154		35.48.>	_	,	\		-	8%	-	,				ŀ	(BELT)
क्र		4.30.9	4.332	<u> </u>	`	_		78	>	>					S TA
139		35 42.7	35415	7		12	-	225	7	1					FAST
8		4.284	4.31.2	m	1/4	20	de de	8	g	3					
Ē		35.49.1	35.48,0			10 TX		1,558							
€e		ئ.ا≲يه	4.33.)	344	7210	100 C	53	2	245	7					7527
3		35.56.4				344		300							
Ā		4.33.3	4.34.	1345	ال ((3,7,3)	ニナイ	600	246	/					P52 T
+5,		26.64.1	26.64.136.03.1	-	,			25							
=		4.36.0	J	344	8	344242	646	100/	har	7					PSIT
ŝ		26.11.2	36.1013					Ž							
\$		4.38.4	4.41.3	345	1	346	34 6	do	9 n c	>					P52T
\frac{1}{\sigma} \frac{1}{\sigma}		36, 19.4	36.18.4		-			15.4							
3		५ म भ	1.12.7	344	8	344	546	$\overline{\mathbf{x}}$	ンみで	/					PSIL
<u>ر</u> ا _			\		1	i		1							
				\bigcup			V			, ~					
<u> </u>					J			1		. \	\	i			
OCEANDEN	OCEANDEVRON EIGHT 3760/1 (REV 81)	160/1 (REV 81)		1		7			П						

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		EUS WITTE	The CAR	KER	PLINE	AIMCHAF! BE 14966	AIMCHAF1 BUNU (4966)		DS -	7-	747	LEIZT	<u>2</u> -	EPT	SQLTES 60F
TIME E/W	#	ULF	п	TC	٧a	Ŧ		WIND	TAS	ALT	DIST + TOT	DIST	ETE	ETA	REMARKS
01511		36.77.}	4.96.98					15.51							A/# C ~
157		4.43.8	4.46.8	342	۱ ۲	343	325	Sor	24C	auto					PSIT
=		36.20	36.30 B	_		J.	7	7	5.1	1	2116				MOT PIER
		4.51.5	4-52.8		ì	1	V WELD	2	$\overline{}$		×	4 X F	د		4.52.3
\ \ \ \		36.95.2	36.25.5					37		Om					
5.6		4.44.5	4.46.7	163	7	167	237	1516	236	3160 50	SB C				PSIT
1301		36.185.5	36.17.4					This		كالح					
40		ム・テ・エ	4,43·7	164	7	168	361	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	25.6	7	. Ru				PSIL
63		136,08,80,6.07	36.07.4				_ •	276							I
Ci		4.38.3	4.402	او لم	کر	169	2255	bec 210	pro	7					PSIT
		36.62.9	36,01.4					285		,					
~		4.36.3	4.38.2	491	25	169	224	dig		>					PS エT
8		35.55.6	35.205					1820							
35		ر٠۵٠٦	4,35,4	カット	ふし	169	237	000	X	7					PSIT
8		35.47.3	35,43.9					252							A/H !nu
5.0		4.29.5	לי בנ. ח	ر ع	40	166	235	619	237	7					PSIT CESS
× ×		15.43	35.42.6					rse							
35		4.28.5	4.30.	344	40	342	75	963	223	/					PSIT
) e e		35.50.0	35,48.8												
45		4.36.9	4.33.6	344	78	347	378	4	333	7					PSIT
ਨ੍ਹ ਨ੍ਹ		35.57.5	25.56.2					30%							
رة ع		4.33.4	4.35.1	344	2 12	X T N	231	\Box	240	7			-		PSIT
7,		36.04.6	36.63.3					367							
द		4.35.9	9.28. 4	346	2 6	342	775	200	234	7					F57 F
77 7		36	36	Ì	i	Į.	į	7	-						
R		٦,	4.							T			-		PSIT SALL
OCEANDEVRON EIGHT 3760/1 (REV 81)	ON EIGHT 376	0/1 (REV 81)													

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		Accept	\ [Y Y	VIGATO	R'S FLIC	BHT REC	ORD							
A/C CMDR	Œ	FAN COMFILE	ans VII	KEDI	KE 01 TUL	AIRCRAF	AIRCRAFT BUND		TRACK	7- 52	<u>r</u>	FROM	70 7	702	BATE 20F	
TIME N/S	85	 	7	22	ď	F	89	WIND DIR/VEL	TAS		TSIG	OIST	E	ETA	REMARKS	1
W 75-61	0	36-15-5	36.11.1					244								_
535		4.38.5	4.40.3	345	12	344	کردد	200	234 S106	2/00					PSTT	
بر بخ		36.6.8	36.18.5					Kee								_
C		4.41.1	4.43.8	345	٦	344	hee	10/0	₹ ₹	\					PSET	
15		36.36.4	36.36.7					332								_
<u></u>		4.45.9	4.45.6	42 ED	12	341	V.S		236	7					PSIT	
>3		26.27.6	36,25.5					Act of	3							
36		4 .cv. d	4.48.8	153	7 7	156	239	500	226	7					PSIL	
Sc		36.17.5	36.17.7					30.		`						γ
36		4.43.4	-	184	3 ८	767	229	∇	prec	/					7 7 7 7	
3		34.12.6					_	1695		,						_
20		4.41.4		164	3 .	167	231	210	236	7		•			PSIT	
35		36.05.1	_ ~					pro				-				_
C (4.38.4) ہ مر ا	7	168	230	614	37Ce	7					PSZT	
<u></u>		25.584	35SP6	' ' '/	>			BER	ત	ρas					Post	r-
Q		4.35.9	4.27.9	, e	>	>	7	1/2	\$0						ASSIMIC ALL LEFT	
5		35.50.	5.482	,	,	,	,	the	22	`						
to		4.339	4.35.0	>	>	>	>	12	6	>		-				
45		5443	JE 437	`	/ ,	,	4	m	77.	1					Poeli	Τ-
8		4.309	4.33.0	>	>	>	4	15		>					TA EX	<u> </u>
<u>-</u>		25.489	25473							300/					MUDT WA	<u>۷</u> —
ā		4 29.4	4320			,		\								
98		35 486	04-52	2,			120	8		N/A					MOT # 1	<u> </u>
क		4.289	4.219	146			a	=	0,,	2						<u> </u>
1165	_	25 50 1	8.400			-		1							ret # 2	<i>↓</i> ¬
≥ _		4 29.8	4.320		_			\	-							موه
OCEANDEV	RON EIGHT 3	OCEANDEVRON EIGHT 3760/1 (REV 81)														ז

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A/C CMDR	NAV CATE DEPART	MLT SNR			AIRGRAFT BUND	A E E		TACK TO: T.	TRACK -82#7		FROM	1	144	PATE	M _e
TIME N/S	MF	#%	2	4	E	89	WIND	TAS	¥ ¥	DIST + TOT	PEN	# # # # # # # # # # # # # # # # # # #	Y E		
12SEN	35:83	35.515	3.1.		 	1	B		776					WOT#3	
132 W	4.32.7	435.6	2			5	16	82	è						
169	35.58.1	85529					RET	10	>					mar #4	
V46	4.234	76 h				200	15	2,	>					•	-
1200	25 S76	e75%				0	7	100	>					S# 10M	
23	4-331	4-36.1				1 0,	\	5	>						
٥	35587	35.517				100	200	6	`					mest och	2
	4-336	4.35.3				20,	8	23	,						101
3	36025	2.10%					1		•					MOTER	
14									>				 		<u> </u>
20	36.045	36.028				7 0	7	9	`					MOT #8	
	4317	4.23.8				144	_	2	>						
88	26-62	36-03336.69	4				38	3	>					MOT #9	
1/2	4.200	4.333	3			8	16	186	>						
<i>₽</i>	36.099	36.087	3 m				1592	2	•					WeT#10	
42	439	433	2/6			92	_	र्द्ध	>						
8	26-14.2	36 BC	4			12,		0	`					WET # 11	
46	4.349	4.338	P			E.	18	90,	V						
38	3618.2	36.166	32			رها	187	100	•					EL#TOTA	
Γι	4-36	4.40.2	3			50	$\overline{}$	12,	/						
109	35.20.7	36-192	ا ۲			<u>رة</u> م		0.0	>					WOT#13	
3/	4.40.4	7	S			7	120	2	>						
0)	12.2.9	3622.3	2				2	101	>					MOT #14	
39	4.418	പ	5			3	9	100	>					,	
	36,370	36.78.7	732			777	ZZ ESC	J.	>					MOT #15	
7	4-438	4.433	2			7	7/	3	٠ [
OCEANDEVRON EIGHT 3760/1 (REV 81)	1760/1 (REV 81)														

NAVIGATOR'S FLIGHT RECORD

		· t			201		NAVIGATOR & PLIGHT RECORD	בני 				1			
される	NGTEL MAN CALE LEGISTRY		KR Karins		3255Jv	\$22 2012	<u>•-</u>	TRACK CA T	FRACK OS. 83#7		120 T	1	Tren?	PACE TO 7 OF	
THAE E/W	M.F. (A	(A)	70	8	Ŧ	S	WIND DIR/VEL	TAS	ALT	<u>@</u> 9	OIST	W	ETA	1	- <u>.</u>
13/2 N	Õ	1830 T	ړ					2	77					WOT#16	-17
54/100	_	8th-1	CS 83		-	2	8	<u></u>	92, 20					A/4 0-1	2/
134	36.30.5 34	36.29.4	, ADV	•	a+ 38	17	2	Pac	sachar					MANT PICE	
Q.	4.51.1	1531	3	5751.	5 Pm	200	X 1161.3	1.9	00/			!		36 20-14-53	_
							7								
							<u> </u>				T	7		UST TAS TOWN	_
1333	28.25.9 3	36.24.9 11.	_	,		_	42	7.5	٥					٦L	
38	4.452 4	-463			?	<u>ئے</u>	10	Q	à			•			
\rac{1}{\scrt{\chi}}	28.11.8 3	306	7		2		ا ا ا		,					PACIT	
45	4437 6	20, 87-17	<u>~</u>	>	9	3		145	<u> </u>						
1 90	36-15.4 x	36-14.0	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	:		4	EEC.	33,						Feb. T	
2,9	-	4.43.5	— >	>	>	3	10	, se	>			<u></u>		-	
8		1	1		1	Γ.	350	4	,					Tigg	
8	1 0.0h. h	4-40P	15	>	jes,	7	jo Oy	80	>			<u>. </u>			
39	36.04.1 3	3602.7	<u> </u>	7	1	⊢-	2	3,	,					Pect	
8,	4.38.1	4.28.7	٨		5	0	18	de	>					•	
31	35.58.7 E	35.523		7	_			23,	,					FELT	
00	4-36-3	136.8	│		$\int_{\mathcal{L}_{2}}$		38	2	>			.			
<u>ئ</u>	35.52.3	25.0	11.0	Ι .	,	2,2	3		,					1001	
9	<u> </u>	L &	5	<u>-</u> >	4	\overline{q}	<u>;</u>	*	>			-		•	
3€	35 434 35	25.43.0			١	2	255	,	\					Posi	
6			<u></u>	2	9	s S		\$	>			<u> </u>		H	
43	35,44535	35.43.2					25.0	-						+	
161	7 7.8.7	J	345	5R	339	2) (6	619 233	133	/			1		Post	
\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	35.51.8 35	35.50.6					lise		\						
. 8/	4.31.7 4	١٠ حق ۴۰	345	5.12	348 233	7 2 2	555/09	233	7					1500	
OCEANDEVRO	OCEANDEV RON EIGHT 3760/1 (REV 81)												1		_

NAVIGATOR'S FLIGHT RECORD

A/C CM LCV/L	Leve HARRER	FUS CHILLE IN UNI HOTCHING	ME BAR	1 Hare	_	AIRCRAFT BUNG	ET BUNO		TRACK OS: (PACK -83#2	4	FROM	2	17197	gare Dor
TIME E/W	N/S	WF	-CAMO	10	DA	TH.	SS	WIND DIR/VEL	TAS	ALT	DIST + TOT	DIST	ETE	ETA	REMARKS
725(2	35-5-	1.95,55					222							
75	3	4.33.C	4.33	.9345	7	74.	4) A	03	233	233 10,000			L		PSIT
مر حر		36 . 60 . 26	36.01.5					Sco							
è		2.50.10	∠ 'SE · F	345	20	243	235	0	139	/			L		PSIT
5		36.07.3	36.06.1					1/10							
73		4.36.9	('CE' h	345	32	343	236		238	7					PSIT
2.0		36.12.5	h' 11 · 98					1830							
54		C.86. n	1.8.7	345	ے ہے	343	2357	100	为	7			<u> </u>		PSZF
<i>A</i>		4.6.17.3	26 · 16.2					160							
ત્		4.40.3	<0h· n	345	22	343	234	8	238	7			Ь_		PSI T
22		36.27.8	6.26.2E					200€					-		#/#
3		<.th. h	4. 4	1. 20 K.	7	343	233	00	23.4	/					PSIT
S		36.36.3	36					3 12					-		
95,		N.46.8	4.50.1	150	36	153	732	7	737	1			L		# SIT
⊬ ⁄		96.26	36.21.5					1590							
2		4.474	3.54.L	-241	J	169	235	615	234	/			L		PSIT
10 1		76.15.9	36.14.5					450							
05		4.74.9	4.45.5 164	164	Y L	168	240	1019	239	/					PSIT
ح ا		36.08.0	36.08.6					267		,					
ر <u>بر</u>		1.67.1		491	٦	162	341	210	239	7					PSTT
హ		35.57.9	25. 58.6				•••	X-sc					لـــا		
7		۲. × ÷	0.04.0	164	7	168	pho	%	٦4/	/					4527
6		35.50.4	35.48.1					Lic	,						
\$		4.35.5	4.36.7	>166	25		237	G G	240						
•		35.41.7	35.40.7					/							4/4
0'	>		4.33.7	13.0	7		=30								7
OCEAND	OCEANDEVRON EIGHT 3760/1 (REV 81)	760/1 (REV 81)													

A/C CMDR	5		AV LT JE DUBA	IN SNR			AIRCRAFT BUNO	T BUNO		TRACK			FROM	101		LOATE 17/
7977	HAR!	LCON HARTZELL	EN: WHITE	TE MRKERITNO	14 9		2	14966	0		1-83	रू	LERT		EAT	
TIME	N/S E/W		115	r Z	5	¥ o	Ŧ	SS	WIND DIR/VEL	TAS	ALT	DIST + TOT	DIST	ETE	ETA ATA	REMARKS
2141	a		35.45.4	35.44.6					202							
139	\$		4.30.7	4.33.6	346	3 /2	347	227	010	239	3800		*			WS I I
۲.			35.55.0	15.54.1					Zz c							
(1			4.33.7	4.35.7	345	22	~ ~ ~	रिटट	100	238	7					PSZF
6			136.01.20m	2:00: 35					2							
3			4.25.5	4.37.9	345	20	343	219		7 2	7					PSET
<u>م</u>			36.06.0	36,05.4					Ace.							
24			4.321	4,39.6	345	٦,	146 446		_	7	7			 -		PSIT
ć			36.10.6	36.09.8					32%							
9			4.38.7	1.14.1	344	ا گر	343	213	_	ンペイ	Z			-		PSTT
25			36.15.3	36 14.0					2 2							
0			4.40:4	4.43.5	344	e	344/219		500	226	7	-				PSIT
728			36,26.9	76,263					7128							7-0 ##
0			4.44.2	4 146 1	ንተረ	er er	344	てご	010	225	7					PSIT
,			36.30.8	3	.~				2							LIMIT DIED
			4.52.1		(15)	Sypost.	so fullows	3	۴	: <u>`</u>	3,100					38.47. 38.0.7/4.03
135			36.26.0	36.25.9					182							
3			4.9h . L	4.46.7	163	26	165	אואכ	410	246 3,100	3.100					PSIT
37			36.17.2	36 . 16.9					238	-						
2			4.43.3	4.43.5	165	36	168	253	1010	7	>			•		PSIT
38	\exists		31.10.9	9.01.35			ンロへ		7500		_					
5			4.4F.7	4.413	164	31	4	345	~	236	7					PSIT
0			36.03.9	36,63,6					1/8c							
0,9			7.38.4	3.8c.h	491	36	(6)	1	_	233	7					PSIT
<u>₹</u>	4		35.56.4	\sim					125.5							
77	>		4.36.4	4،36٠۶	165	76	1691	238	618 233	233	7					PSIT
CEANDE	VRON	OCEANDEVRON EIGHT 3760/1 (REV 81)	7 (REV 81)													

AND DESCRIPTION OF THE SAME

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	150r				}		4	7							MENT					_			,					
	1 acted	REMARKS	Posit	•	POE: T		Pagin D		MOT#1		C# Jam		Me7#3		MOT##3	•	net#4	•	WOT#5		9#101A		WET#7		1407#8		Met#9	
	CERT	ETA ATA																										
1	7	ETE							·																			
	LEA	DIST												-														
ľ	7 4.7	DIST + TOT																										
	9 - / -	ALT	3	<u>8</u> 		>	\	>	150	9	`.	>	<u> </u>	>	:	>	}	>	B		>	>	<u> </u>	>	}	>_	>	
70404	1 RACA 0 S	l	\boldsymbol{T}	Ş	2	3			10.	\$2, T			1	<u>e</u>		35	_	9,7	10	<u>ر</u>	112	9/	2	<u>る</u>	2	† ည		0
	, ~	WIND DIR/VEL	ã	2	B	7	XX	7	£87	3		7	18	1/3		12	Z		37.5	3	TEC	3		_	269	8	ESE.	30
AIBCBAET BIIMO	4 6 C	gs	320		<i>////</i>	*			14,1				11.0	40,	2/	<i>[5,</i>]	///	99,	102	177	10,	<i>[, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,</i>	9	+0,	7,7	<u>ل</u> م	7,	g P
avair	, 44	Ŧ	3	50.	\ 	>			6,0	23																		
	KERLTUL	V	7	,(>			7						_				_	_					_	•		_
				3	3 1/2	. 8			0,	8			7	8	5		1 2 F		3 0	11-76	(1)	, 7-55	2		9 00	8 75	7	500
O CALD	Ċ	CHUT)	8645	4343	35 45.E	4 227	348	4.31.5	3547.9	4 30.4	35.490	4.294	35.504	4.35.5	35.50.5	4.35.	35.52	4364	35 SE	4.35,	35:56	4.331	35.59.8	4.309	6 10 -92	428	3504.1	4.27
MAN 17 TE ANTARA	S WASTE	NLF	55504	4.343			35.423	4.23.7	35 4Ro	_	35492	_	\vdash	\vdash	35.50	\mathbf{L}	36.537		35.56			\mathbf{H}	Ľ	4-32.4	36-02.2	3.I	15.00.95	f-38.7
1	ENJ	^	13	4	X	7	X	4	35.	<i>-</i>	35	1	X	4	3	4	X	4	35.	4 -	3	<i>h</i>	36	14-	36.	4.31	379.	4
	HARTLELL																											
2	HAR1	N/S E/W	N	<u>ر</u> ا											1	1) 		Σ
	า ชุญ	TIME	14-1	8	34	61	9/1	9	15	8	15	18	bi	<u>ස</u>	85	19	1859	8	1500,	<u>[</u>	8	7	Ø	ジ ニ	જ	143	E	<u>ह</u> -

NAVIGATOR'S FLIGHT RECORD

			- 6				- 1								
1000 H	use threezes	NAV CANO LEGINAL	SNR	באישבאלים		AIRCRAFT BUND	GG 7		A SA	THACK CS (- CS #2		I ROW	5	المحمد	- 904 By 128
THAE	N/S E/W	WF	(L)	21	٧q	Ŧ	85	WIND DIR/VEL	TAS	ALT	1810 + TOT	DIST	ETE	ETA ATA	
1851	N	860.96	Ц	3			10	7592	9	S					MOT #10
98	3	4.375	1.26	3				त्	5)					
8		36-12.4	36-11.3	1,90				Sy.	9	>					wor#11
জ		4-335	4.83	3			J	5	5	>					
80		36-16.9	36.15.6	34.			12	35/2	d	:					101#12
7		4-340	4.358	9			75	6	75,	^					
0)		₹.61 æ	36 18.6	V			1,00	&	5	`					MDT #13
%		4-42.9	4-41.4	198			2	3	18,	>			•		
] 		36.228	26.21.7	Pt				Zer	10,						WOTHEN
18		5446	~ ~	9/			, ts	70	10,	>		·			
(13		590.92	i	2			1	22	3	1					WLOT #15
13		4.49.4	4.46.7	χ̈́			4	\ =	8	>					•
] 		88€-9€	186.381	30,1		1.7	10.	g	10						MOT #16
16		4.48.7	4.49.1	ŝ			0	०	3	5					A/H PSMMMARA
152A							-	1							LANC
															murtan
15:21								1							TANT
															•
_ _								1							
1550				7	4	\parallel	7	280	3						710
		36.25.2	26-25.7					200							
1556		4.34.6	154.0 AS. H	2	7	523	262	010	236 5000	5000					NAVL
^		35-57-3	35.57.8				••	The							
4091		5.03.4	5-62.5	358	١ _	55c	25.3	<u> </u>	259	5000					4/#
12	 	35.86.4	35 565	350	7	26	700	_	7						CT#92
88		S41 <i>S</i>	5 40.7	<u>`</u>	ָזְ	3	्र	13	150	^					
OCEANDE	OCEANDEVRON EIGHT 3760/1 (REV 81)	760/1 (REV 81)													

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00000	95	The Part Acid to Control	20 4 6415												
((0)	CON HARTZELL			REPLENC	06	AIRCHAFT BUR	667		18ACK 05-1	-83	# 	FROM LERT	ر و	LENT	FOCTEN TOF
TIME E/W	N/S E/W	VLF	₹ #	TC	DA	Ŧ	SD	WIND DIR/VEL	TAS	ALT	DIST + TOT	DIST	ETE	ETA	REMARKS
10h	5	₹85°	₹ B>	٦, ١	7	22	146	$\overline{}$	2	,					17.493
12	345	5 44.9	5439	208	26	_			% %	Š			!		
1614		35.563	35560	77	ζ,	32, 21.	2.4.	lace	,	`,					7#13
17		5.56.0		64,		5	3/6	18	>	>			<u> </u>		3
7.0		35.56.8	35.56.0					253/							
ā		h. ww. d	4. Eth. 9	324	ہے	323	246	00	365	4500					A/#
1636		36.14.1						7000		7					
		1 .88. 1	6.23.9	450	22	454	253	$\overline{}$	253	1			 -		אזר
$p_{\pi 91}$															ROTA
										•					CAND
1651															ENG STUP
		0	M	,	1	1	-	1		0	محد				
		SEDN			h	1	2	4	3	(5/	OR				
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OCEAN	DEVRON E	OCEANDEVRON EIGHT 3760/1 (REV 81)													

11 OCTOBER 1982

A /C CMDR		NAV (3 th.)	SAR TA			AIRCRAG	CA MINO	ſ	TOACK		۲	1000	1		19446
577	אום את	SAS L'AITE		Kenuma	1	14467	49		B	OS 16243		120	? 7	LEST	have tor
TIME	E/W #	NF	(5	ŢĊ	٧d	ТH	SD	WIND DIR/VEL		ALT	DIST + TOT	DIST	ETE	ETA ATA	REMARKS
N 1230	72)													INS ACC-PRIMILE
	M						-								
2000								1							ENS
													i		
0805								7							TAXI
15160															およ
								/							Lex
04.60	12.297	3 34.3	35872	79.		رز	7	25	7,	5					いかり
	116374		6.89.3	[W.	7		2	Z	Ş	3/					rever
5660	631.92	6h1 8 1	34.78	2,	ı	2	: ا	23	7	\					A/H
	6.59.0			32	>	7,	ee	8	B	>					-
C\$30	1 255.49	1.2557.7								\					A#1 75% C
	645.7	6.4.8	6-46					7		>					
32.50	35.566	35.56.6	25.8.1	<i>90</i>	•	2	700	1650	7,	,					Bert
જ	6.00.9	1 60.4	60.4	0,2	DR	32	200		+5	>					
1/4	35.56.6	9.55 32 9	25 561	9		770	اکر	620	2,5	. `					"C" AH 15.18"
8	5.448	8 5 44.1	2 482	ક	(R	į	9	4	20	^					
4	25 59.1	35.53.8	38.585	07.		_	2,	7 7 7	H	<i>'</i>					المكارا
44	5.388	3.86.2 B	5.99.2	49	112	778	653	S	9	>		-			
46	126-00.7	1.4559.3	26.001	97,	-	_	2.1	1601	7.7.						" 2 "
7	5.19.3		6.19.3	4	7	95	٧ > ٩	7	28	>					AH MANIGULIA
\mathbb{C}^2	56-21.7	7 35.20A	36 ol. x	3	ત્	, 4	241	77.	Ju.	\					PORIT
ठ	4541	4.5.4	4.695			37.	2	80	2)						
55	26 31.7	36.301	36.36.7					7		\					MICT WHIRE; W. P.
8	4.52	4.005	4525					7		>					34.50.4/4.50.35
EANDE	OCEANDEVRON EIGHT 3760/1 (REV 81)	50/1 (REV 81)													

NAVIGATOR'S FLIGHT RECORD

A/C CMDR	2	NAV LTTG DOPTARTISMR	SAR TI SNR			AIRCRAFT BUNO	T BUNO	F	TRACK		1	FROM	170		DATE 13
- L. D.	LINE HARTZER	ER'S WHITE	17E +	トラシュノンの	_	851	499661		. 1	1-83	#3	~	7	ERT	
THAE E/N	1 # 1	nr	(42)	10	DA	TH	SS	WIND DIR/VEL	TAS	ALT	DIST + TOT	DIST	ETE	ETA ATA	REMARKS
\V 9350	36. 36.3	36.266	par. K	189	36	120	Bule	132	2	6.00					STANT TURCK
-1-2-1	4421	4425	4.40.1				2	19		8					
1001	21.15.5	26.165	26.154		>	/		>	,	`.					PET
5	4.4.29	4.424	4.42.4	•	•	,		/>	>	>					
750	1.60-95	2602	0.60.9%	_			_	8	1	7					Per
8	4.440	4 42.7	4.44.0	8	<u>ام</u>	14	क्ष	4	?; <u>`</u>	>					
ניט	2566.6	35.56 2	4.95 58	`	,	,	75	90	>	>					TOTE!
९	4.44.0	4.43.4	4.44.0	>	>	,		14							
3	35.46.3	35-46-4	09456	/	,		4	7	,	,					Posit
00	4429	9440	4.44.0	 >	>	_	000	0	757	>					
ō	18.50	28.82	367 X					40		`					POST D
8	68h.h	04440	4.44.6					3		>					A/H 1207
12	hEE 32.	35 225	35 229	26	1	,	7.7		त्र	100					OT#45
ど	1.436	4.4%	4.437	١٥	ر (2.	5.		_	00,					Ke #
9.	1.98 36.1	2 41	186 57.	1											te+2
45	447.0		d. 44 0					\		>					
] b'	1540		2541.5	1,		Ì	27	Ē	7,	`					P.7496
33	4.44.0	443.7	444.0	6			7	-	6)	>					40
8	254KZ	_	35.48B	7	6		77		Ψ	,					
À	444.0	4.438	440	00,		ş	8	12	4	>					44
7	35 505	35.503	2550.6	3		,	, ,	191	7,2	`					rde F
15	4.440	4.44.1	4.440	8	>	•	5	6	3	>					145
133	35.55	15. C. 2	36.55.0	7	,	\	7	>	,	,					#6
8	4440	1.441	444.0	•			116	1	-	>					
7	.,,,	36.60.3	36.000	>		`		loco	3%	/					86#
	4440	442.9	4.440	•	>		90,	15	2	•					七#
OCEANDEVE	OCEANDEVRON EIGHT 3760/1 (REV 81)	71 (REV 81)													

CONSTRUCT CARGODOR CERTIFIC COMMISSION CONSTRUCTION

00000		2 TT: NA	Town			0000	0,000								
1000	4AKIZEC	ENS WATTE	340	KERLI	-50	65/ / 49			05-	1-831	ر الا	15/27 15/27	, ,	F 14 7	7,00782 John
TIME E	N/S # (MF /	(42)	тс	DA			WIND DIR/VEL	TAS	ALT	DIST + TOT	DIST	ETE	ETA ATA	REMARKS
Seol	780-96	36.05.2	34.049	Z	76	200	24.6		34	1,00					#8
9	W 4440	_		3		•	2.0	7		Sa.					
H	2.01-25	36.1C2	26.099	>			20	80	2	\ \					66#
6	U 44.0	1442.9	4.44.0	>	7,	20	9	90	₹ 5	•					*
36	36157	12.152	36.15.0	7	,,		7,7	2	7,2	,					24
38	1 4.429			>	>	>	14	6	2	>)
20	36-30	3.30.3		/	,	<i></i>	100	$\overline{}$	4	,					4100
B	1 4.42.9	4.428	4-429		>		5	0	100	>					*
R	1 36.35.8	36.152	136.96.1					1							ALIOI AH
15	9440		4.44.0					\		>					47
×	1.05.06	36.388	CH 92	7/	_		तं	1,50	14	,					F7#102
ŏ6	1.33.1	4.233	122 h	100	02	200	40	7	2 2	>					
82	36.26	3.6	36.19.9	10	>		7,100	1820	2,	,					BT#103 NF DR
X	1 4.308	#	4.31.0	B	•	. 18		\ A	ko	>					
\$	36 108	32006	36.098		,		24,	000	177	`					10-/ EDT # 10-/
જ	4.20.5		-	>	٥	8	91	13	112	>					NOT VLF
4	36.01 1	35.39.5	36.000	/	,	,	200	1800	;	-		;			の年の
જ	4-30-7		4.310	>	>		3	69	>	7					,
<u>ま</u>	35511	25 49.8		^	>	1	ا 'ہو	_	7777	\					15T#106
23	4:30-3	4.39.9	4.31.0			,	,	63	2,	>					
4	343	35.997	35.40.0	/			ا دود	1801	>						FOIME
2	4.30%	4.39.9	420		<u>Y</u>	42	_4	7	•	>					
64	412:35	•	(74,	levi	>	>					107 # 106
ß	7 30.6	429.8	220	>			=	7							41+1
23	135 214	25.29.6	35.201	X		7,5	712	040	7	;					601#KJ
8	4187	4. 16.2	4.18.7	5		S	7	<u>ő</u>	<u>.</u>	>					
OCEANDE	OCEANDEVRON EIGHT 3760/1 (REV 81)	/1 (REV 81)													

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Ĺ																
₹	_		NAV CTTG DOPAINT	7			AIRCRA			TRACK				10		5
-	2	14 A17 7 SEC C	FUS WAZ TO	27C 14R	KER	3(VI)	440	609	7	-50	1-63	-{	1237	7	527	- "K872" -
_	TIME E/	EW TH	VLF	#2	TC	DA	TH	SS	WIND DIR/VEL	TAS	ALT	DIST + TOT	DIST	ETE	ETA	REMARKS
<u>*</u>		N35 41.3	15 39.4	35.40.0					16 4							BT# 110
	34	4.17.6	4.12.0	4.18.1	366	Ŋ	364	249	605	उपर्	1000					
	7./	35.51.3	33-149.4	35.500					1221		7					
	55	4.17.6	4.16.8	4.18.0	7	7	/	345	606	243	/		_			111 478
Ξ.) ; ;	36.01.3	36.01.9	34.00.0					180		7					
	. ,	J . C . m	4.16.7	2.18.6	/	/	/	247	K09	246	7					13T# 112
	47	36 1113	36.09.3	36.10.4					/cse							
	50	4.17,5	اله ١١6٠ لا	4.18.4	7	7	/	774	JØ	244	7					87 # L3
	cs]	36,16,3	36.19.2	36.20.0	,				35.58		7					
	30	4.17.5	9.9Ph .	18,18	/	7	\	ンオな	1000	78.4	/					カン # 18
	(0	T.16.36	1,50.25	36.300					350							
	чЭ	3.51.4	4,16.5	4,18.0		26	40	244	20	244	7					8T# 115
	9	36.40.9	36 .38.)	36.37					050	_						
二	-	4.13.0	4.(17.1	4.17.5				328	908		1					13T# 11C
	17	36.41.0	36.39.4	36.31.					1001		_					
	ս դ	10 5 to 1	نان س ربار	4.65.5				177	10,0		/					UT# 11.7
	Ý	4.15.7	36.29.6	36.30					250							
士	۱,	P.+0. 12	€: CO: 2	CI 104.9	18	0	181	アイ	100	74(7					BTALIS
	Č	36,21,4		36,20,6	_				0/		`					
=	43	4.40.7	4.03.1	4,05.0	7	/	7	343	000	243	7					07 # 119
	ò	36.11.5	36.09.3	36.10.0				,	250							
<u></u>	2	ア・カロ・ア	u.63.2	0.504	/	\	/	243	603	243	>					VT = 136
1	4	36.01.5	35.59.2	36.00.0	\				3/			1				1
=	4	h.40'n	ر. در. n	4.05.0	7	7	_	スェス	<u>ہ</u>	245	7					DT # 121
<u> </u>	ارد/	9115156	35,49.8	15.500					200		00/					
	<u> </u>	4,0414	4,03.5	0.501,7	7	7	/	7.59	33	724	4	,				コーロ イヤイ
8	EANDEV	OCEANDEVRON EIGHT 3760/1 (REV 81)	/1 (REV 81)													

1	1150 PECC	THE STATE SAN	و	KELL	1921	AIRCRAFT BUND	FT BUNO F 667	TRACK	8-1-	SAS	FROM C F/2	<u>ء</u> ا	En	T 11 CVT K 3 T OF
TIME	.		1 th	٤	ΡΦ	E	GS DIR	WIND DIR/VEL TAS		DIST + TOT	DIST	ETE	ETA ATA	15
	N 35.41.7	8.6.52	35.40.0				06	1590	>00	Ĺ				
رد در	W 4.04.3	3 4 03.≯	U.05.0	180	ا ل	179	722	603 243	3 4,000	d				0T # 123
'n	5.56.30	> 15-30.5	25.30.5				_	/						#/#
P	4,03.7	7 HICKIC	4.04.6				2000		/					13T # 134
0	25:4.7	35.311	6.61.38			-		Sta						13T# 135
3	7,5,5	a.05.c	1005.3	35.5	0	35'¢	236 /c	603 240	8					85 - 134 - SR W
	75,417	35,39,6	35.40.0		`		×	SOE	_					
Ų	3,51.3	3 3.4.8	3.53.0	360	7	360	239 /	601 24	/			•		374 136
	15.51.8	35.48.2	25.50.6				285.4	J.	_	4				
70	1.121.1	3 .49.5	0. حي. ز	7	2	359	24 7 25	603 24	7					STE 127
,,,	36.01.8	35.53.0					El c	7						
οĆ	3,51.4	3.48.8	3.52.0	7	٦	355	2446	205 242	\ \(\alpha\)					35 # TE
Ť	30.11.8	16,090	36,000	_	,	•	₹ 50	7						
æ	3.51.4	3.44.8	3.53.0	/	e	360	20 27	100	1					17T # 129
3	16.51.9	1 36.19.>	36.19	`			200	Ž						VLF INTO DA
3	3,51.4	3.49.4	3,53.0	7	7	7	243/6	40009	3 6					BT# 136
79	36,31.9	34.29.7	36.30.0	`			5	Z						
2,4	3.51.4	3.520	3,0,0		٦	100	22)	605 24	7					UT#131
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\?; -	2.50.5	3.52.6	3.51.0				276/6	010	7					UT# 132
<u>×</u>	36 141.6	76.39.9	76.39.4	,				7						
د 1	7.38.4	3.35.3	3135.0	981			235/0	200	1000	Q				DT # 133
रू	36,33.3	36.30.3	36.300				0	120						
77	3.38.2	7.36.5	3,38.9	<u>م</u>	Ø	ا لا	0 C Z C	700	7					37 # 134
\sigma \sigma	7	36,20,4	36,20.0				<u> </u>	abla	· .					
2.75	3.38.3	3.39.1	3.39.0180	180	C	180	ンない	5002 243	7					13T H 135
OCEANDE	OCEANDEVRON EIGHT 3760/1 (REV 81)	0/1 (REV 81)												

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	7	7.36.7	7.36.7	3,38.0	180	Ø	180	246	202	24)	1000					13T # 13C	
<u>ت</u> .	10 4	36.03.6	36.01.1	36,00.0		,			75.							VLF INTO VLF	
	45	3.38.1	3.38.4	3.39.0	/	/	\	228	isos	243	/					UT# 137	_
	40	15.20.7	35.50.5	35.50.0					356		,						_
	50	3.38.0	3.39.4	3.39.0	/	/	/	250	607	ש תנ	/					17# 138	_
	٦٢	35.42.8	35.40.7	35.40.0					250								
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NAVIGATOR'S FLIGHT RECORD

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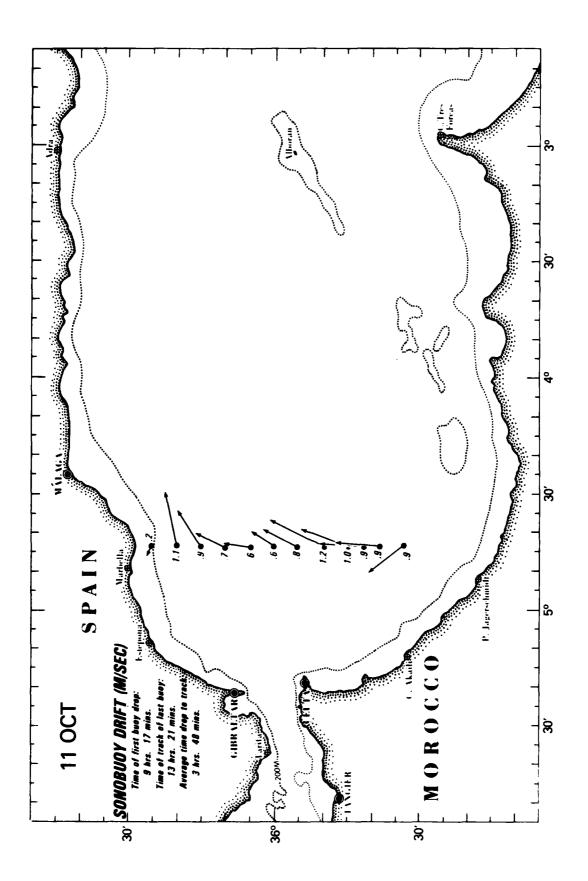
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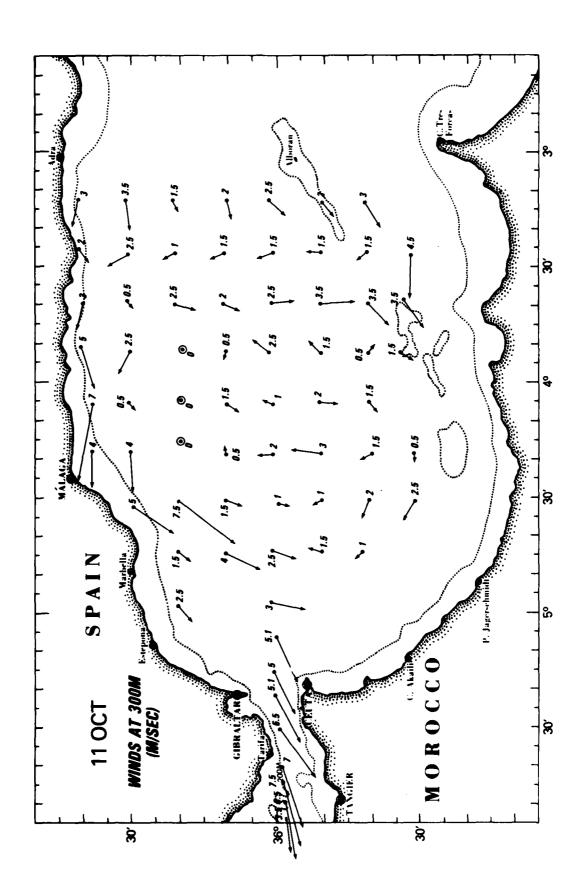
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OCEANDEV	OCEANDEVRON EIGHT 3780/1 (REV 81)	// (REV 81)													120 PC

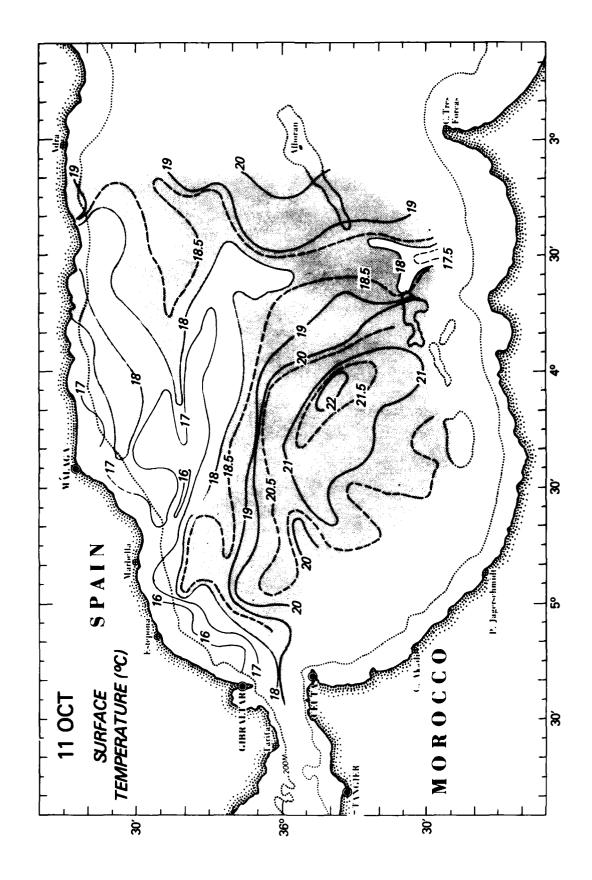
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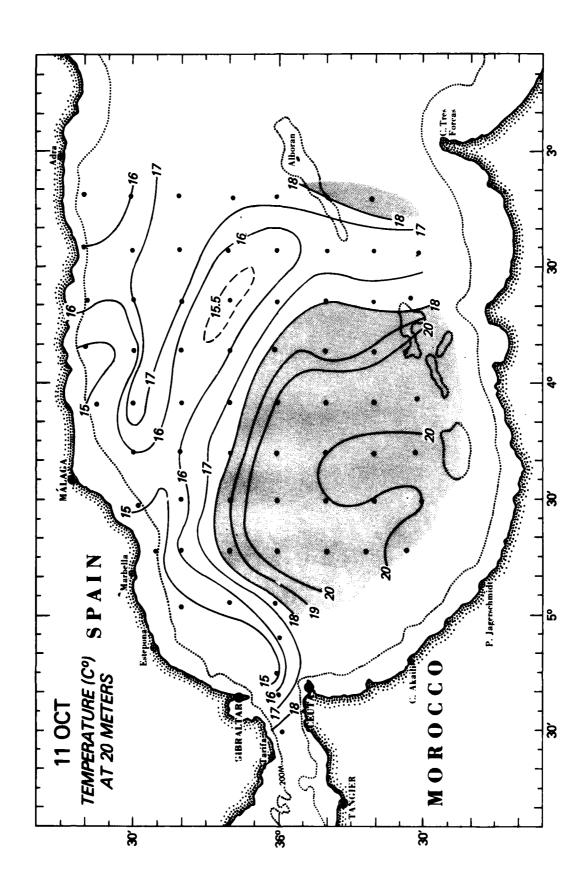


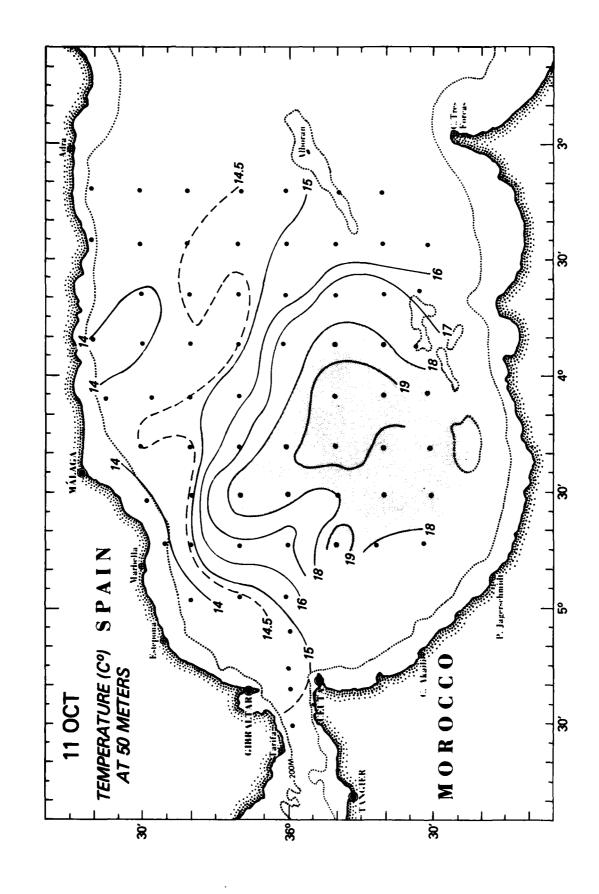
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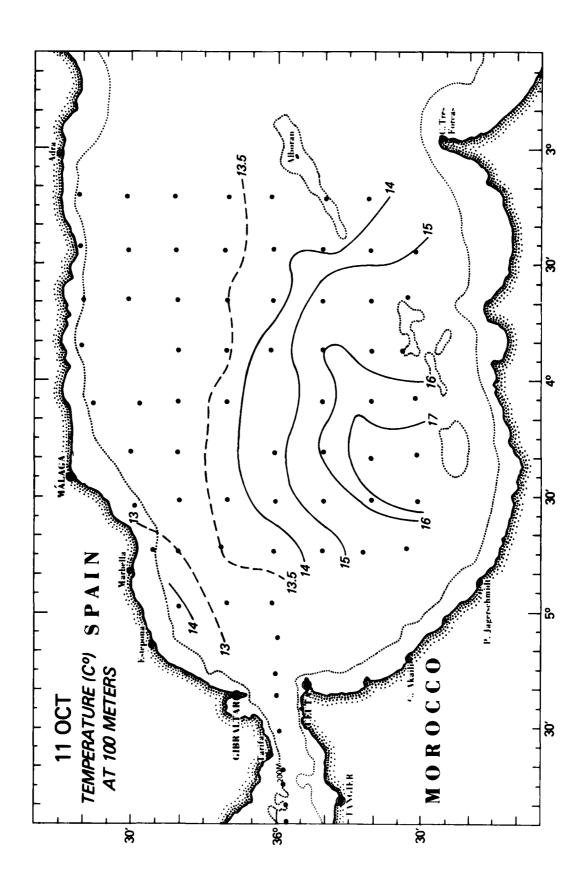
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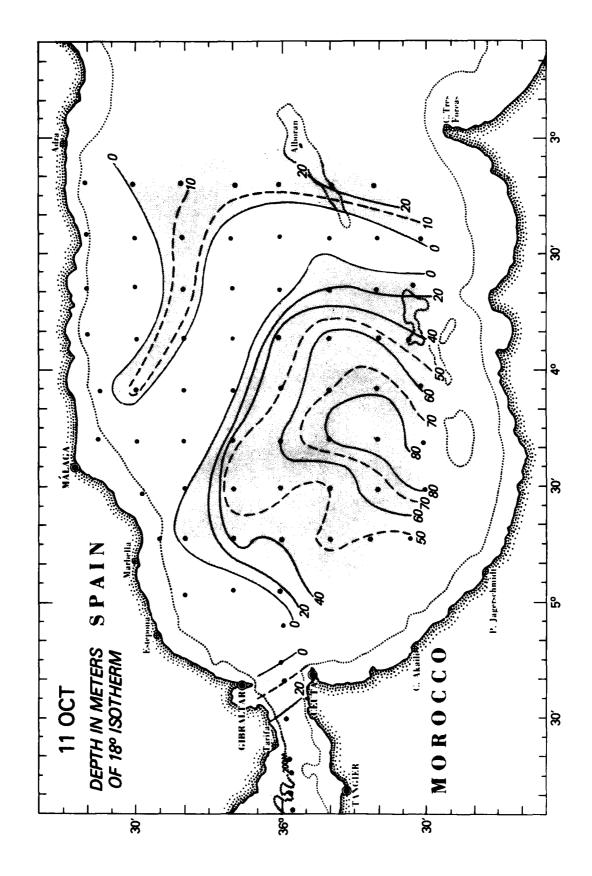




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13 OCTOBER 1982

NAVIGATOR'S FLIGHT RECORD

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NAVIGATOR'S FLIGHT RECORD

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NAVIGATOR'S FLIGHT RECORD

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1 (10)	ICDIS HARTZECC	ENS WATTE	ᅥ	MA FEILLING	25	977	€ 99 64		-50	1-83	7	LERT	7	LERT	1300 63 0F
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()	4.51.9	u, ₹;.d	4.43.7	>	48	340	234	-	ストで	>					PestT
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Ŋ	36.18.5	36.23.9	4. سر. کر					200							
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α	36.14.6	₹, <i>51.38</i>	36.17.55					1/100		,					
Ϋ́	4.50.0	4,44.4	4.4.4	166	77	173	245 630		ಬ್ರ	7					POSIT
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χ Z	35.56.9	36.03.6	36.05.)					The					,		
አ	4.44.7	u , 33.0	4,37.4	164	7	Ď	238	630	८८५	7					POSTT
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đ	4,38,3	4.33.1	4.33.6	165	&r	123	230	A	330	>					PCSIT
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27		7.60.1		१०५	66	1>6	257	633	246	4000		`,			1200
<u>کر</u>		36.08.2	9.80.05					282							
0		4,39.9	4,40.>	169	۲	17	264	쩌	152	7					1205IT
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3%		25.53.5	75,53.7					272							
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36 04.1 3604 0 V V 357 39 345 V	Q		101-96	36.098	`				1837	,	,					Pm #4
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	40	\triangleright	4 28.5	4.29 1	>	<u> </u>		+ + -		15	>					

A/C CMDR	4	NAV LES DEPART SNR	ART SNR			AIRCRAFT BUNO	T BUNO		TRACK 1-88-4-4	83		FROM LOGET	<u>]</u>	ERT.	DATE II OF
THAE	N/S E/W	MF	七井	71	ΦQ	£	SS	WIND DIS/VEL	TAS	ALT	+ TOT	DIST	# H	ETA ATA	REMARKS
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2		4347	4327	>	^	^	21		1/20	>					:
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33		(7:45 SE	ر ا		31.	7, 7	376		, ,					Posit
16			4.29.4	18 Sept 26 Sep		73	600	3	02	B					
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8		4-29.9	4.30.7	27.	2 ₹	3	çç	10	73	<u> </u>					
35		35-15.8	35 454		7	32	برنج	B	1,2	`					Per
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38		25.5d.4	35.52.0	>	7	>	ا _ر-ہو	Len	24.1	,					1-28
8		4340	4.350	•			50	B	hL2	>					
3,0		35.59.8	35.59.4	^	00	322	2,	Ž	777	\					85.1
8		4.26.8	4.375				£	4	1	>					
2		36.07.1	36. EG. 7	177	`	32.	7,5	THE	7,7	>					PEST
8		4.390	4.40.0	44		55	3	to	3	<u> </u>					
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3,		4-40.8	_	>		2000		7	ن ې	>					
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00.		4.45.7	4.470			1		35	<u>.</u>						
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A/C CMDR	DR	NAV LEGE DEPARTY	S	NW KNUINE		AIRCRAI	AIRCRAFT BUNG		TRACK	P# 58-	T.	TAZA TAZA	حو	SRF	/3dr82 2 of
TIME	N/S E/W	WF	42	TC	DA	TH	SS	WIND DIR/VEL	TAS	ALT	151	DIST	ETE	ETA	REMARKS
11-11	Q	9.68.9E	36.21.3	1/7			77,70	163/							DI # 128
\$	3	7469	4.436	'~7	11	2	//	140	240	, O					•
7		36-220	16.25	1/23	:		٠,,٢	768	7	`					674169
38		4445	4.45.7	3	>	7.7	F	40	<u> </u>	>					•
74		26-16.3	26.159	' '/			3n'	THE	70	/					BT#176
જ		4406	4.432	ارما	>	12	9,	33	2	>			L)
45		36-10-4	36.10.0	>	6			Pat	7,77	/					(CT#17)
3 6		7-00-1	4 41.1	>			2/	133	77	>					
45		36.046	26.042	`				1031	2	``					PTH 172
8		4285	1392	>	7	12	3	5	3	>			L		
34		3€ 5€.7	25.563	\			_	Lat	177	Į,					DT# 173
190		4.25.5	ļ	>	12	5	3	त	ر م	>					
44		35529	35 525	>		- 1	``	1848	1					_	いまけら
24		4-34.6			26	12	•	38	72	•					
15		35.463	35.462	1, 1		7	>	Tec	7.7	`					ST#175
22		4.224	_	54,	>	5	<u> </u>	8	12	>)
53		35 405	35.400	`	,		`	832	7	\					BTMI76
28		4.20.3	4.20.9		_	•	>	46/	3	-			.		AMI AM
1500		35435	35.430	24.	_ ; 	2	7,7	bbe	7,	0					PJT# 17-7
30		4.31.4	4.220	11	ſκ	3	1/10	24	60	à		•	L		
<u>8</u>		1549.1	3548.1	21	7	ارمر	ŕ	1848	4						861 PLA
33		4.33.4	4.33.9	75	8	30	\$	130	27,0	7					
63		25 54.7	35546	`	/ /	/	72,1	368	73.	/					OF I A CH
70		4355	4359	>	>	,			12	<u> </u>			.		
Nos		36.009	2005	>	å		77	262	32.						1254180
1.30		4-327	1.53	_		55	5	100	60	>					
OCEANDE	OCEANDEVRON EIGHT 3760/1 (REV 81)	90/1 (REV 81)													

NAVIGATOR'S FLIGHT RECORD

		1								i				
A/C CMDR	NAV LATE EDPUFICE SUR	Put IT SNR			AIRCRAI	AIRCRAFT BUNO		TRACK	h# c8		taen Mous		roen	DATE COF
TIME E/W	MF	#2	TC	DA	TH	GS	WIND DIR/VEL	TAS	ALT	DIST + TOT	DIST	ETE	ETA ATA	REMARKS
50 N	6-20-3E	26.06.1	201	0	33.	22	Sont	_	2					181 HZ
45 2	4-395	1 439.8	4	3	3	7	60	// ر	ò		-			
83	26-14.0	5 35-119		,	,	``		h	1					E7#185
18	4.415	14418	^	^	\ 	<i>\</i>	133	60.	>					
63	771-78	36177	/	a	20.	3	hsc	3,	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \					(57H163
S	1425	1-438	>		5.5	8	3	,	>					
	126-23	1 26-23.7	>	2	>	22 1	St.	34.	`					PJT#186/
76	4-45.3	7.45		1/4		75	137	10	>					AFT
14	126 30.4						1		>					MOT PIER B
B	6.62.b)	4.51.6							>					UST WAS SIGN
16	35.35	4	16.	11.			Vere	22	3				_	1134
36	591-1-		2		4	6,0	42	70	3					
8/	36.19.7	1 25-19.8	177)	, 6/)		2.1	Fise	77.	>					1221
8	744.5	.		- 1	/++	2.26	39	1/62	•					
1 61	36.13.	36.13.2	1	,	,	20.	765/	Ju6	` .					Posit
45	4.43.3	3 442.2	,	7	,	77	_	•	>					
	35053	5 26.05.3	1,41	/	/	3411	200	7/1/2	\					Post
15	14-386	4.39.5	1	`		7,5	7/1	5	>					
33	35.583	$\overline{}$	7.11	>	>	Jun	186	'PP	>					PESIT
Ş	4.37.4	1-373	ha.	>	•	17	144	//_	•					
] 5e	35, 51.7	1 35516		ą(17.	301	Tobe	2.						Pesit
0/	1321	1 4349	>		12	, J6	ch/	28	٧					•
96	1.245.1	35 451	171	/:	17	76	165	2	\					PET
145	4-32g	1 4326	3		1.5		04/	_	•					A/+
V 324 V	15.45.7	25 458					/		>					DTPT M67
^	6.0% 1	4.29.9							•					Se #1
OCEANDEVR	OCEANDEVRON EIGHT 3760/1 (REV 81)													

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250 No. 25

			ľ						1						
A/C CMDR	EOE	NAV LTJC TOPULT	HAZ SNR			AIRCRAFT BUNO	T BUNO		/- }\	P# 58.		FROM	<u>1</u>	K	1200 69 69 69 69 69 69 69 69 69 69 69 69 69
TIME	N/S E/W	NF	UL	72	νo	Ŧ	SS	WIND DIR/VEL	TAS	ALT	DIST + TOT	DIST	ETE	ETA	REMARKS
1538	2	35 483	35 4183	31.			19.			20,					28#7
8	જ	4.074	4.26.9	3/2			5	<u> </u>	S	À			<u></u>		MOT
38		35.510	35513	, 0				1	7	`					SC#3
B		4.317	4273	10			9/5	\	3/2	7		-	<u> </u>		
39		35.537	35.944					1		\					1-4cg
B		4.26.1	4.25.1					/		>			•		•
97		35 567	pts 58							, ,					25#5
42		4-245	4.225			-		\		>			L		
77		36.00.₹	36.012	, 6			7,4	128	ર્ત	`					26#6
13		4-322	4.22.9	0,2		-	<u>e</u>	133	3	<u> </u>			I		•
4		36 OCT	36.040							`					Se# 7
33		4.34.1	4.25.9					\		>			!		
#		35. OF.2	36.093	7,			٦		2,2	>					22.48
Ø		4 388	4.38.4	1110			3	त्र	10	-			<u> </u>)
4		26.09.8	36.09.9					7		/					5449
90		4.321	421.8					\		>		-	l		
45		36.125					mo	Ehe	2,12	`					50#10
22		4.31.5	, ,	\$\sqrt{\chi_{\chi_{\chi}}}			7 7	133	0	<u> </u>					
146		36-145	3615.2					7		\					1400
*		4.39.4	4.28.1					/		\					
th		26173	36 180	200				Spec	122						20#12
33		123	4.25.6	5-2			048	<u> </u>	<u>ر</u>	>			.		
6/1		36.203	36.26.7					1		//				Ĭ	513413
63		4.310	4.205							>			L		
V 5.1		36.23.1	4	مر			100	150	12	>					P1#08
ぉ	<u> </u>	4.40.3		なら			14	-0	Q	>			!—		
OCEAND	OCEANDEVRON EIGHT 3760/1 (REV 81)	3760/1 (REV 81)													

SHAMMAD TERRESON CONDOMINE CONTRACTOR STATES STATES

Contract Contraction (September Contraction) (Contraction)

A/C CMOR	METER ENGERFUR HO		CER CACK 149667	77.7	AIRCRA!	SEUNO SEUNO		TRACK	TRACK LES #4	į.	FROM		1202	DATE SOF
TIME E/W	M		21	∀ a	F	85	WIND DIR/VEL		ALT	 	DIST	ETE	ETA	
1556 13	76.354		34,			212	11	uce	75					Sings
M +5	4-40.	9 4 45.6	a				_ 1		\$					
1750	36 367		Ę			7	24.0	4	\					ì
45.	43.8					60	35	246	>					AHIBY'A' CJ
	25.59						75.5							
20.0	5.03.9						150	245	napo					A/1+
	35.39.4	1 35.59.8	\$ 76				1880							
1610	8.50.8	5,19,80	37	26	272204	204	631	الاده	/			•		#/#
	25.559	35,56.4					745							
1615	5.43.9	5.41.5	250	7	36 l	pco	260	257	7					₩/H
	35.55.8	8 35.56.6					Z							1250
1118111	5.540		i				600	255	/					7
	35.55.7	> 35.56.1					120							
<i>βε3</i> 1	6.05.7	6045	270	اد	110	229		258						PSIT
	4.22.2K	1 25,56.0					3							
१८३	0 . 48. C	6.42.9	270	Ø	rea bre		50	258	7					A/A
	76.18.9	76.19.2					26.52							
636	ر · دی ، ک	6.50.8	27	9	331	238	60	258	7					いみいし
स्रु														LAND
							7							
(252)														ENG SCOP
	1	0	0	X	-			•	<u> </u>					
	Sec	40	3	र्रे	37	77	/	3		\				
-							/							
,														
CEANDEVRON E	SCEANDEVRON EIGHT 3760/1 (REV SI)													

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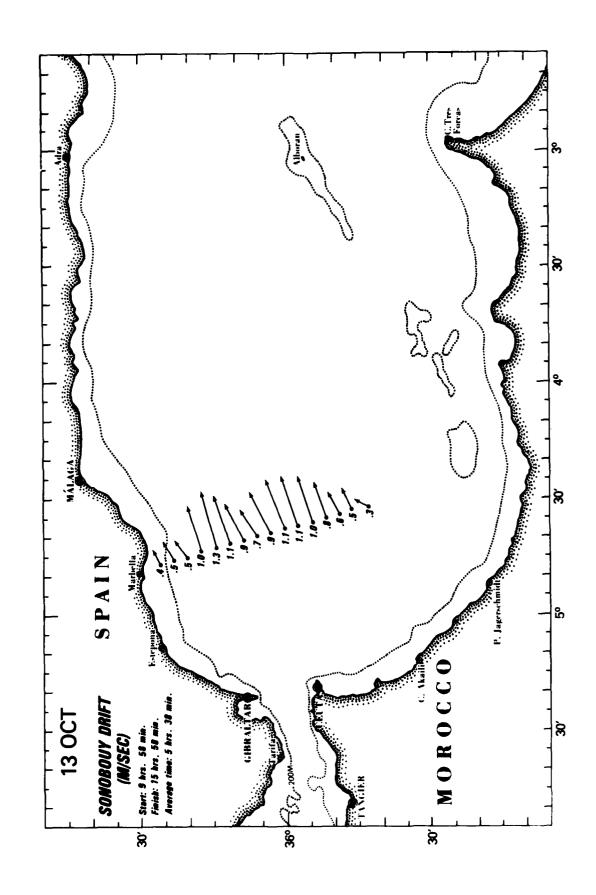
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SOCIBA COF	REMARKS	the fur intil	2 AC		ENG	TAXI		1 16 LE 18 1	JANC	ובאבין	A F		LWZ	Smo	4/4		Perit .		FOEIT GIR 'E .	AMIESE	134		,, &'n	4/4/	E1#185	
TO TERT	ETA ATA											L														
T0	ETE		i					•																		
FROM	DIST																									
	+ TOT																									
TRACK CE-1-83#5	ALT								8	S	Ā	2	3	00'	`	>	`	,	/		 	>	A.	٧٠	350	37
TRACK C. I.	TAS		* 2	圹		•			4	89		12	1	27	12.	7.	^.	•	77	4			32.	50	7	
	WIND DIR/VEL	1	7	B		\		\	7.42	5	7	12	R	15	Ex	13	188	10	XSK	12	Loc	60/	1/ege	61	7	\
T BUNO			MC1	74						01	,	_ <u>`</u>	ñ	4	177	اه	>		_	2		 -		3	370.	2
AIRCRAFT BUND	£		00) ,	2				7	75	12.7	K	""	4.		152	Ę	8	070	4			_	270	3ng	
3	Vα		<	~	7	J			,				-	0	2,,		9	٠,	2,0	211			•	0	a	٦,
BEKUNKS	7				22				2	3,	13.5	1.3.	////	2	9	25	4	20	35	8			640	2/	35.0	3
MA	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\			2	DCI 00	2			26.278 22	6:29:3	2-16-1	6.88.3			35.566	6.450		6-00-4	25.5h1	6.45.3	25.56.4	5.29.6			36020	
ENS WHITE	VLF								26.73.3	6403		1.839	2.c3	65.20		6.44.6	25.52.9	600.6	4.33.35	1-11-5	25.58.3	5.20.0	,	5.199	2.01.9	C.06.1
A/C CHOP LEDIX HAKTZELL E									F.26.32	9.82.9	24-15-1	6.568	36565	6-51.3	7.59.4	6-43.2	4.63.4º	559.4	34.10.9	5423						,
A/C CMOR	E AVS	2	M C/8	三.	F	925	080	\square	00,		Cc.,	\coprod	C2 .	Щ,	08c		1 3580	<i>(</i>]]]9		7	7
10 (2)	TMAE	ŀ	`~	2730		പ്'	6	ĭĭ	آہ ا	7	-	5	1 4	-	ا سر	١	1	24	1060	8	2262	1	9260	5%	3	ō

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NAVIGATOR'S FLIGHT RECORD

		AVA	Mark (AINCHAFT BUND	-1 BONO	7	TRACK 05-1-83-45	32.45		FROM LEGIT	ر د	्वत्यः जिल्ल	VSQTED 3 OF	<u>"</u>
TIME N/S	147 8	K.F.	(#)	10	DA	Ŧ	gs	WIND DIR/VEL	TAS	ALT	DIST + TOT	DIST	ETE	ETA	REMARKS	
را 20		36.10.8	£.01.95	S	(300	726	1919		6					(3T#18)	
3 70	-3	5087		^	2	7	8	104	3	9)	
		36-19.2	26-194	90.			72.	200	22] ``					PJ#183	
ट्र		1507	50.8	_	۱۲	200	25	63	3	>			<u> </u>		A/11	*
<u>9</u>		24. 24.2	34.24S				جلاه	7	رس	,			<u> </u>		17 # 19g	
25		4.537	4.57.5				2		۳	<u> </u>)	
18		36.203	36.20	10.	,	0,		e Les	34.	>					1074159	
नूह 		4.54.4	4.55.7	۱۳۶ ا	٦,	178	-	100	77	 >			1			
१		26104		9/				346/22	me.	,					G18190	
\Im		4.553	4.53.0	$ \varphi $	٥	3	25		٩	 >			L)	
E.e		36 00.4		10	ر	9	2,0	336	3,12	,					OT#19,	
13		4-55-4	4.530	હ	٦	7	26	, /=					.		•	
3		25. 494	6.ph >c	>			۲.′	E 120	3	 :					4.T#192	
4,6		4 55.4	4530	,	7	63	7	14	2.2	>			1			
<u></u>		2.415	25 41.1	120	,	12.	20	1660	73						E4143	
1/5		4.550	7	79	z	2	,	16/		_ ^					#/H	
「		35 32.8	35.20					124				COURS POSITIONS		(3	ET # 1961	
જ		4.41.6	नःका					he/		^		MENNIATE			11× 1×07	
		35.26.0	55.55	X	42	2/5	190	_	Jan.,	/		SA NAM.	ż		}	
4		1-11-1-	4427	40.	7	3	, ,	12	\$	\		7				
3,8		25.403	20h.72	20.0	7	4	_	788/	<u> </u>	,			-		SOIE	
8		4.41.1		138	14		E	7/2	8	<u> </u>			1		本の方	
33		35 451	6hh Sc	3,	071	11.	74.	786	30,	``		=		Ť	p#26	
K		C11-1	9.pp.p	Q		ļ	4	5		,						
36 \ \ \		35,50.1	35.49.5	>	7,,	2		$\overline{}$	7	\		7			28 KIS	
25		4.417	4.440				8	+	2	>				Ť	2#GF	
OCEANDEVE	OCEANDEVRON EIGHT 3760/1 (REV 81)	60/1 (REV 81)														

NAVIGATOR'S FLIGHT RECORD

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A/C CMDK		MAV	Y N			AIRCRAFT BUNO	T BUNO		RACK C. L.	· 83#5		LENST	27	Leer	Nate of	
TIME E/W	41	WF	(**)	10	DA	TH.	SS	WIND DIR/VEL	TAS	ALT	DIST + TOT	DIST	ETE	ETA ATA	REMARKS	
20.00		155 %	4.440	200	18	5	ase	rec	100	80			Ç		9#K	
2 2 2		2.500	1 1			-				>		32		2	FAM 197	
42		2,0.015	1 1							>		en.	. A. A.		20 x 60	·
2,75		34.04.9	4.440			<u> </u>	Se Se	1/2	120	>					1049	
44 0S		4.11.7	26.075 4.44.0	ž	11 6	00	>		&	>					27#10	T
7.5		5.00 BE	10.01			-	hae	1	910	>					CT#198	_T
45		36.124	12. 12. 4 1440	3%		3	1ac	Ż	tap	>					20417	
26		4.413	2615,1	rie and	71	100	199	8/2	\$	>					% € # [5	1
47		24-19.9	4.44.0	>	>	1	146	66/2	has	>					CT#198 SB#14	ī
67		E.147	6/15-1- 6/15-9E	٨	7	\	Shel	80	8	>			(LOPIS AL	
12		4507	1.62.46 1.02.98							's'		3 2	SPETER FESTER	Ĕ	HOT WHENEUR 36:20:2/452:2	15
53		36.266	£1414 578.92	941	11	177	6he	300	The	>					PEAT THE	1
\$ 8 P		921.45	4440	<u>B</u>	>	181	S	2/8	727	1					PosiT	
OCEANDEVRON EIGHT 3760/1 (REV 81)	N EIGHT 376	10/1 (REV 81)								•						

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A/C CMDR	E		NAV	SNR (AIRCRAI	AIRCRAFT BUNO		TRACK		i i	FROM	27	ERT	DATE # OF
THAE	N/S E/W	#4 -	VLF	(4)	70	ΡΦ	¥	SS	WIND DIR/VEL	TAS	ALT	DIST + TOT	DIST	ETE	ETA	REMARKS
1001	2		3686	3E685	<i>د/</i>		(5)	ξ	Ste	25.	3					1120
8	Α)		4-441		S ₂	or.	8	55	19		6					
[ac3			300m	3.002	9	2.		777	1832	عد	>					Pert
8			4-44	4.44.0	₹ 8	7,	12	1	13	90	,					
SO			25.9.1	5.51.9	``				1198	7nt	\					ROSIT
8				4.44.0	>	76	7	144	3	7.5	>					
40			35.441	3.43.B	>	۲,	12,	THE	rese	"Me	`					Perr
8			4.44.4	4.44.0	`		ر ا	0/2	10/	2	>					
B			12.361	35.35.8	\ \	177		220	Ise	7	\ \tag{ \} \tag{ \tag} \} \tag{ \ta}					Lon
8			444.5	4.440	•	76	184	33	19	ر گ	>					
z			35.33.3	35.33 3 35.330	26	ķ		320		25.	7					A 114
14.1			3445	_	18		101		\	4	7					
12			35 20.7	35.30.4	70			3,,			25					106HIG
Ж			4-23-8	1 छ ।	0/			42			ş					AM
15			35 40.4	35.400	حي	'n	28	774	Ste	32	100					COE KLC
ā			4-214		3		34	S	7	8	Ò					
18			C.05.26	25.50.0	`				245	,						
20			4.31.2	4.31.0	/	R	359	238	Ø3	>	7					हाय २०३
δ			3 6.00.0	36.00.0					180°							
32			4.39.0		/	ý	360	241	000.	242	/					13T# 204
33			36.10.0	36.10.0	\				1/51							
2			4.36.9	4.21.0	7	7	7	240	603	243	/					13T# 205
25.			36.30·(36.30.0	\	\			1861		`					
36			4.33.0		7	7		745	700	349	7					37# 20C
(3)	\Rightarrow		36.30.1	36.30.1					<u>~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~</u>	•						BTHOCY
75.	\dashv		4.21.4	4.30.)	83	26	005	うりぐ	200	640						711-50 cm
OCEANDE	VRON EI	IGHT 376	OCEANDEVRON EIGHT 3760/1 (REV 81)					ļ !								

NAVIGATOR'S FLIGHT RECORD

			I								ı				
A/C CMDR	LEIDIR HADIZEU	ENS WITTE BORART	ENS Z	トランエントラ	36	AIRCRAI	AIRCRAFT BUNO		SACK CACK	18 1.82 #S		FROM LEKI	<u>(</u> 29	TO LEAT	Sate 5 of
TIME E/W	17# W.		47	тс	DA	TH	89	WIND DIR/VEL	TAS	ALT	DIST + TOT	DIST	ETE	ETA	REMARKS
1031	2	₹· ୬ ₹ · १ ९	36.39,4					17.30							80x #10
1 58 W	3	4.18.	4.16.9	180				100	a44	1000					#/#
34	-	36.30.1	36.30.0					<u>7</u>							
35		4.18.1	4.17.8	182	26	184	245	900	and	7					17# 209
7,		36-12-8	26.17.5					500							
40		4.18.0	4.18.0	180	0	150	242	8	<u>৩</u>	\					016+10
34		₹.01.5	3(,	يَ							
30		4,1810	U1810	/	16	181		607	7	/					DIEBIL
j h		36.00.3	36.00.0					N. S.							
5.5		8.41.0	u. 1800	7	/	\	348	88	Z	7					13T#212
77		25.503	35.500	,				3/2							
191		T.CI.D	U, 18.0	7	って	182	7	1009	\	/					13 TH 2 (3
92		35.40.3	35 40.0	`				193							
43		4.17.8	4.18.0	7	36	183	255	1016	Ż	\					DIADIY
647		25.30.3	35.50.6					289							
69		4, (), 8		7	26	183	247	100	7	7					DT# 215
5.0		35.36.3	35.25.9					247		,					4/4
0'		4.16.7	4.17.0				7.SE	100	1	\					BTH SIC
53		35.36.4	35.30.8					286							
र्		7.90.4	4.05.0	356			दमद	1907	7	1					13T# 21)
5.5		35.40.1	35.40.0					Z.	_	\					
18		4.0417	U105.0 360	360	30	356	249	62	245	7					17# 218
2		35.50.0	35.50.0	_			`	700							
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NAVIGATOR'S FLIGHT RECORD

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NAVIGATOR'S FLIGHT RECORD

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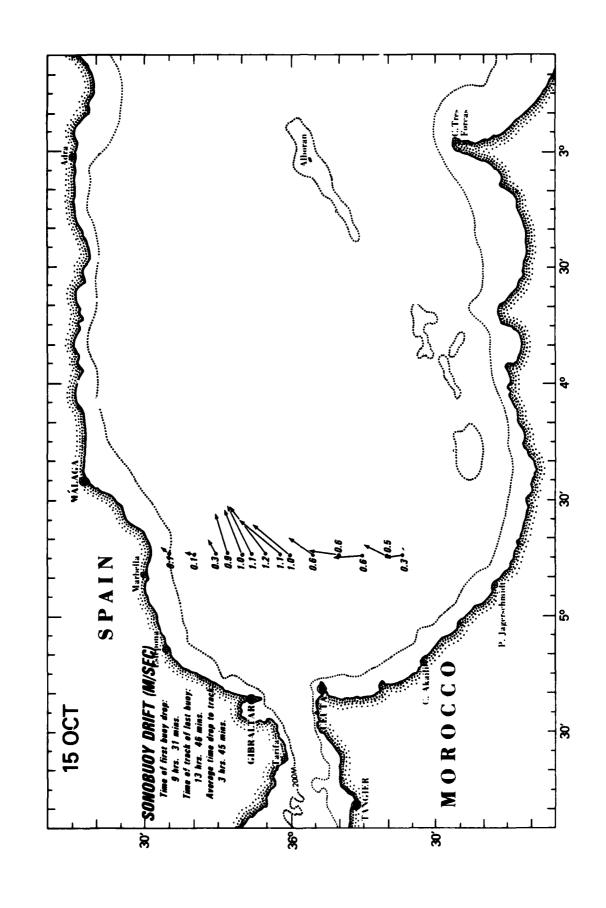
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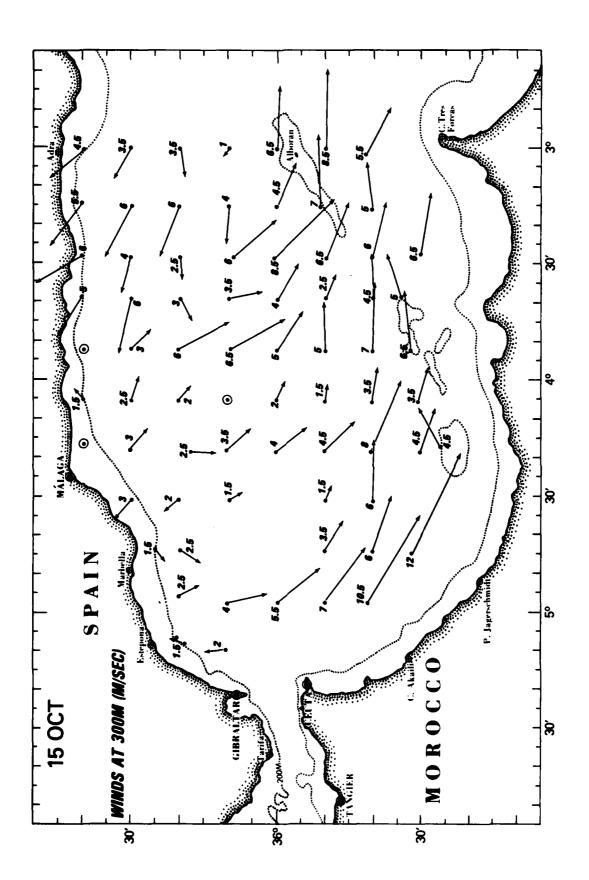
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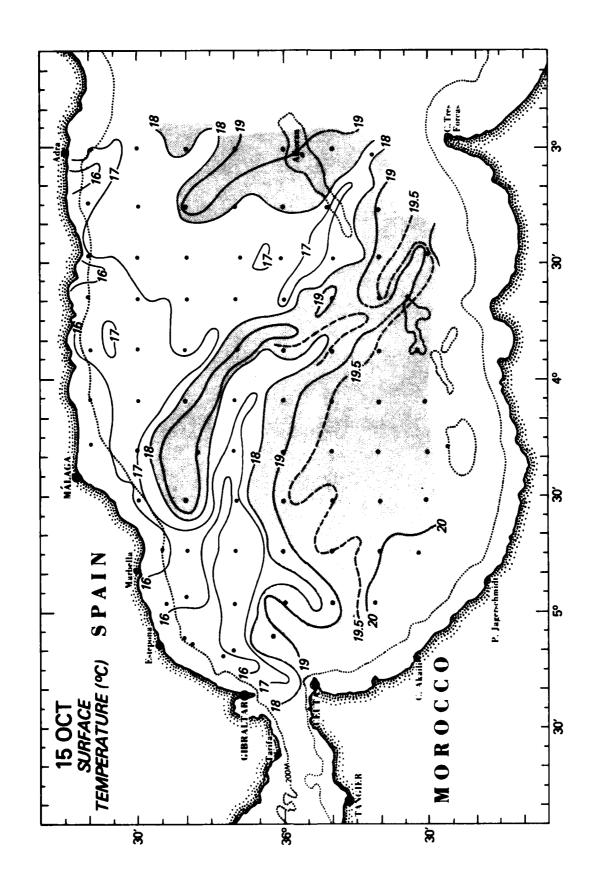
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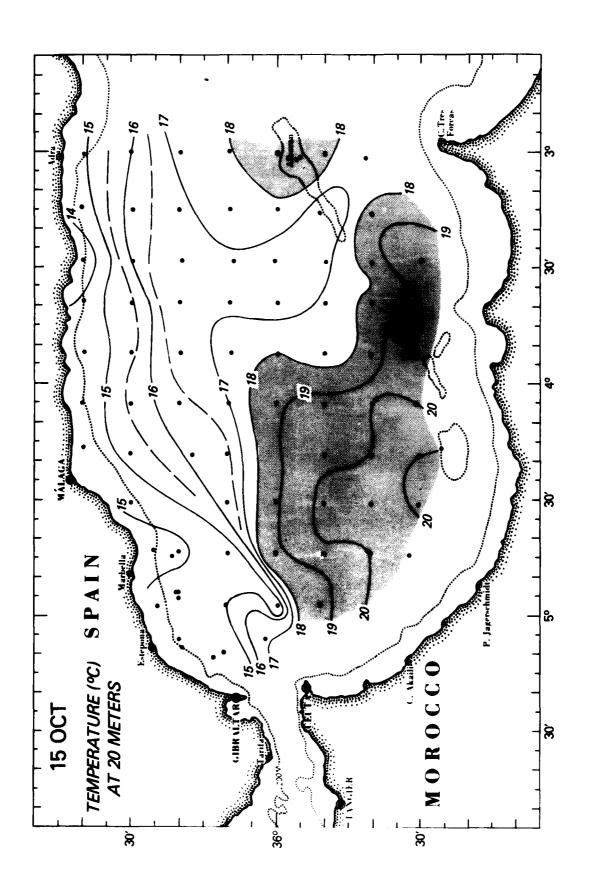
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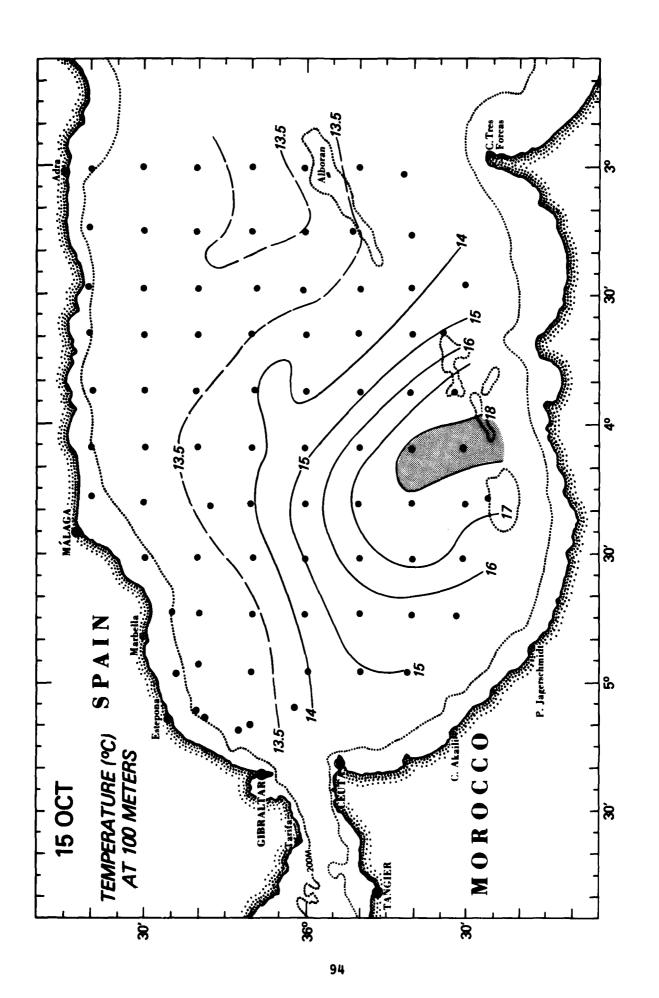
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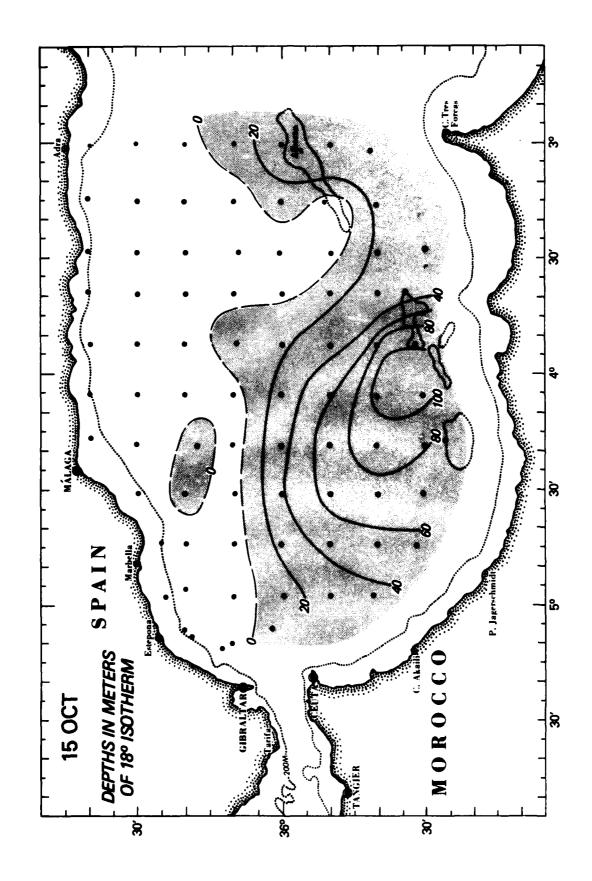
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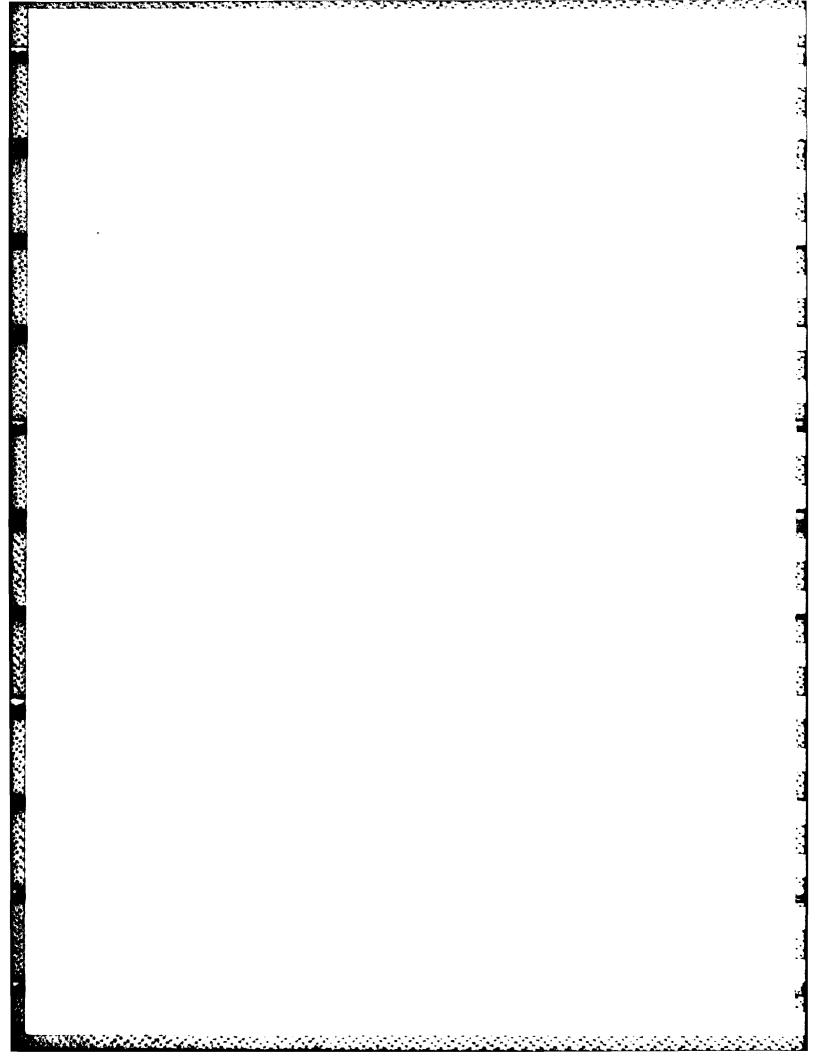
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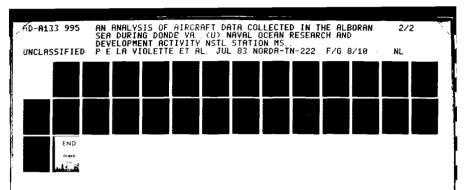
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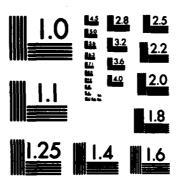


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OCEANDEVRON EIGHT 3760/1 (REV 81)





MICROCOPY RESOLUTION TEST CHART NATIONAL BUREAU OF STANDARDS-1963-A

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NAVIGATOR'S FLIGHT RECORD

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OCEANDEVRON EIGHT 3760/1 (REV 81)

NAVIGATOR'S FLIGHT RECORD

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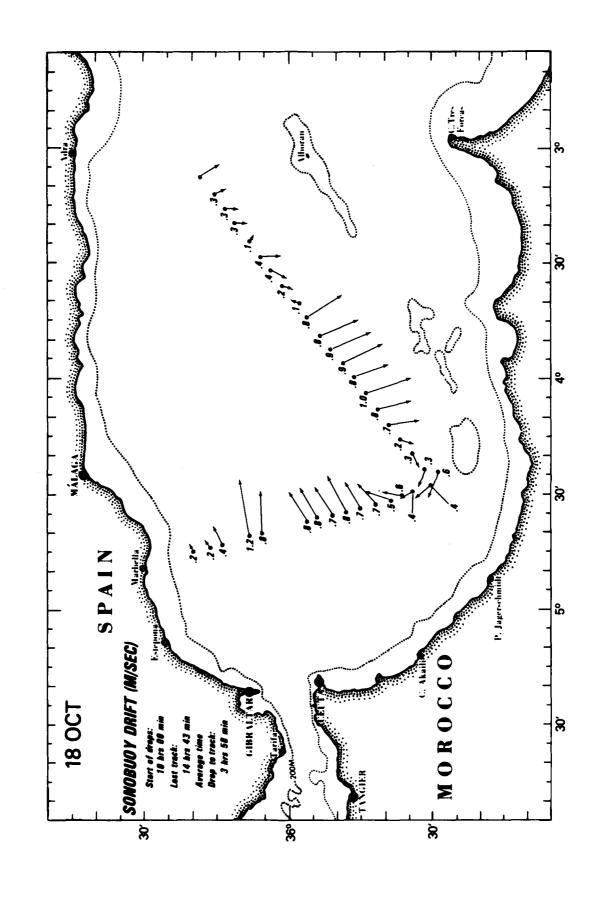
NAVIGATOR'S FLIGHT RECORD

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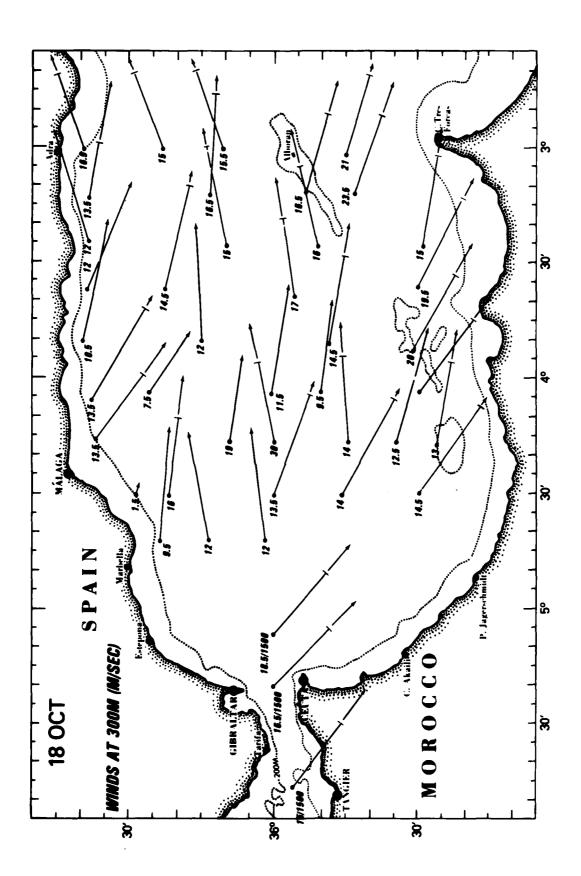
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NAVIGATOR'S FLIGHT RECORD

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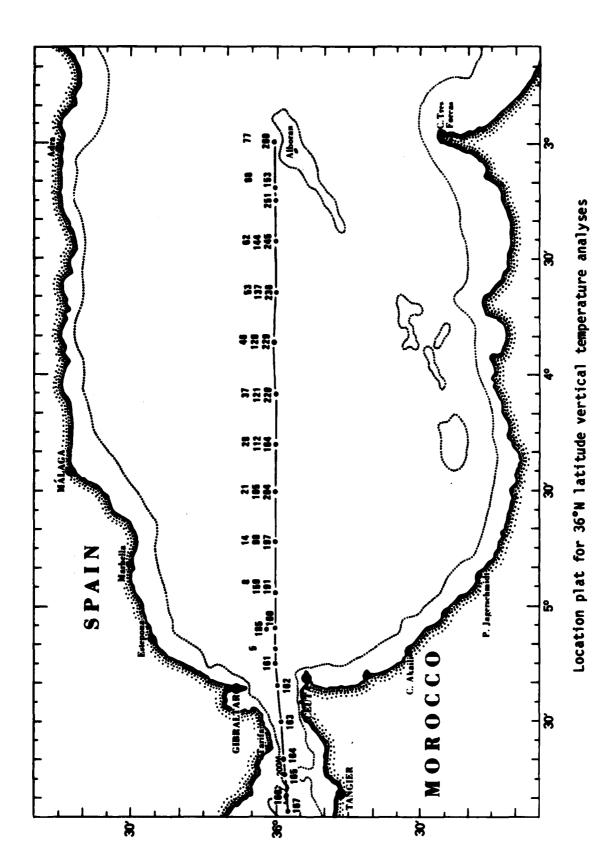
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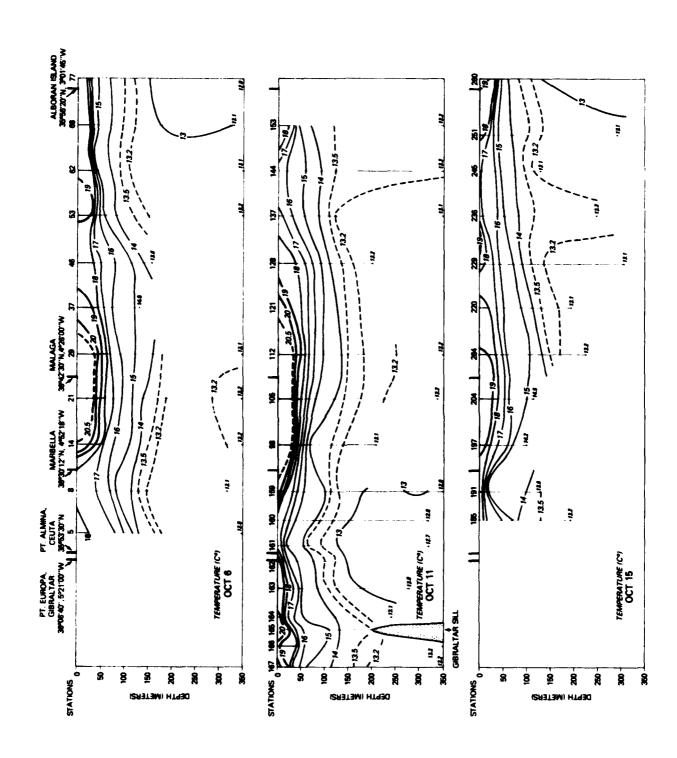
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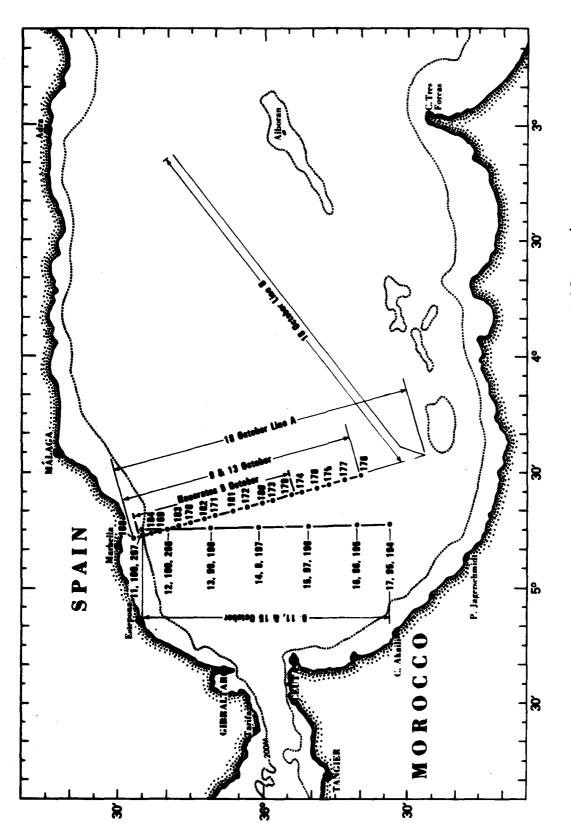
PART II VERTICAL ANALYSES

A. The 36° Latitude Vertical Sections

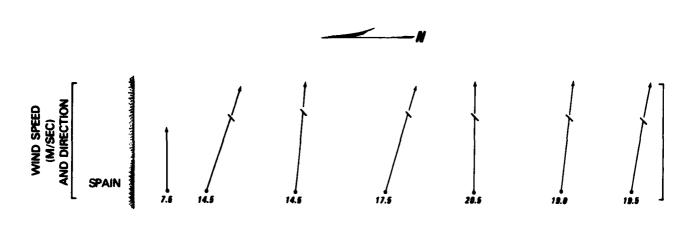




B. The Marbella Line Vertical Sections

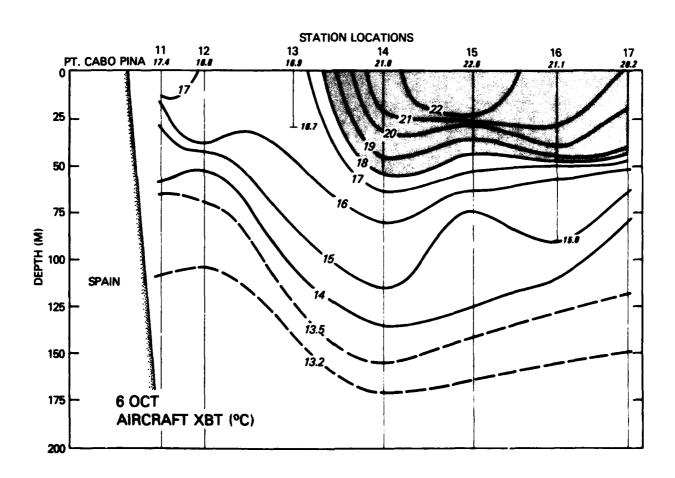


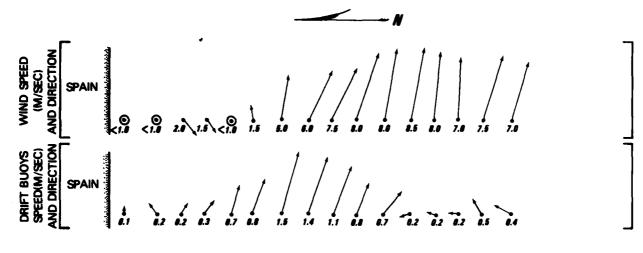
Location Plat for Marbella Lines INS winds, sonobuoy drifts, and vertical temperature analyses

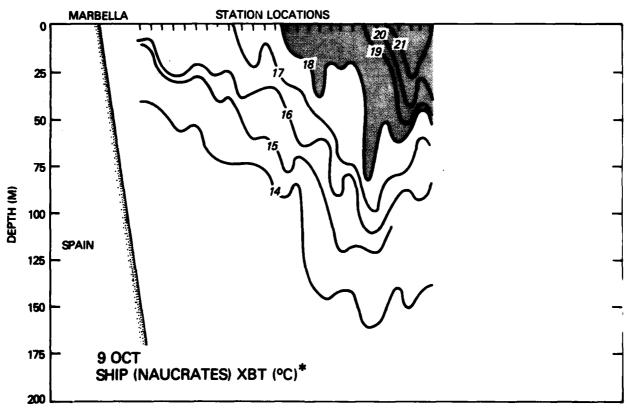


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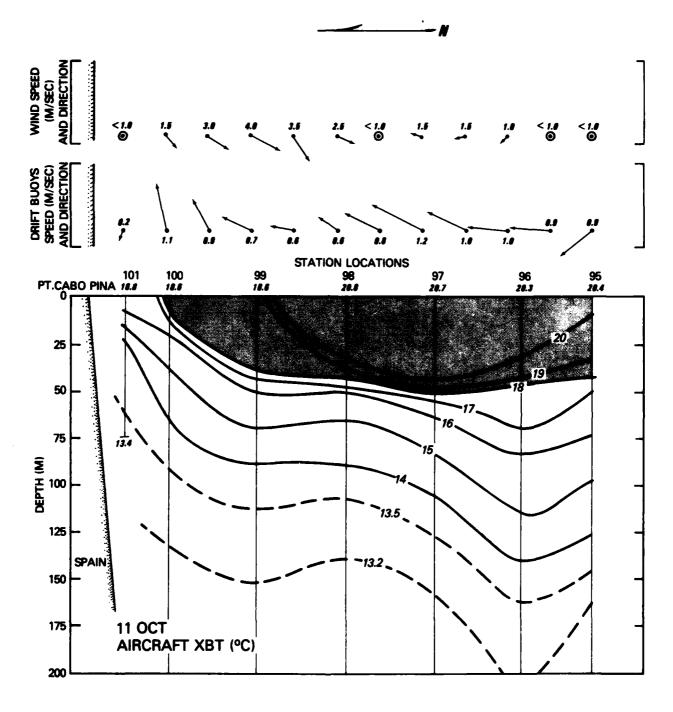
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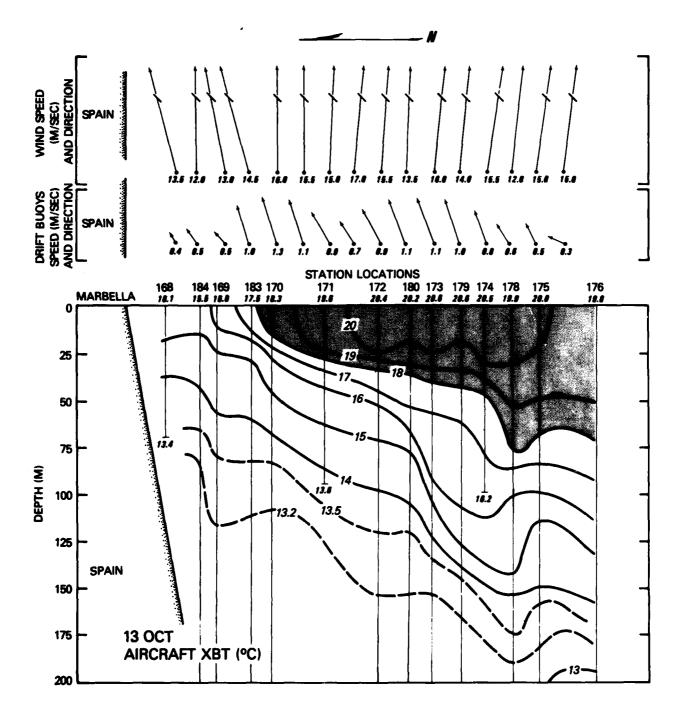


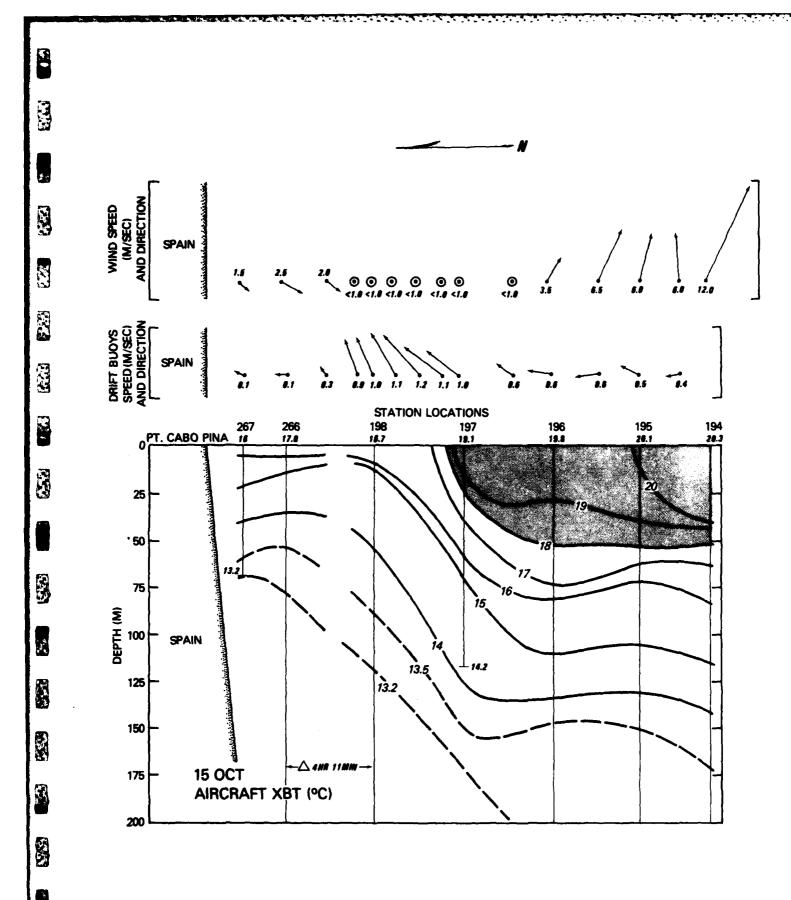


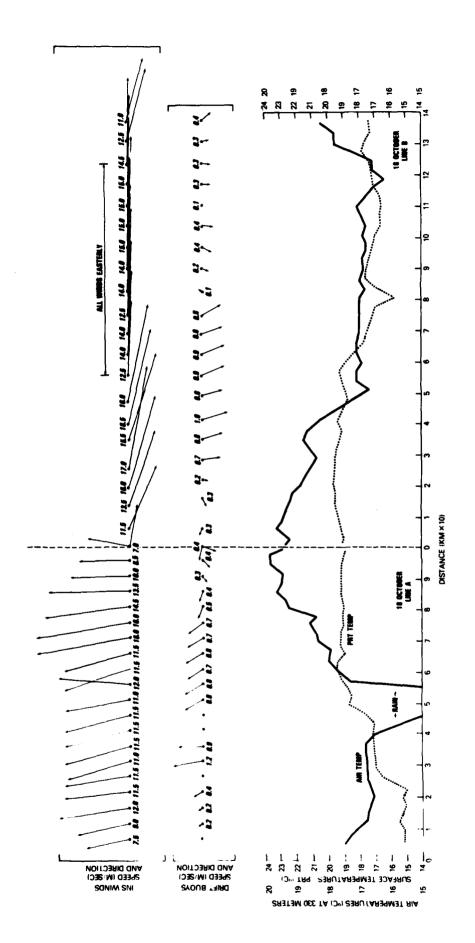


* SHIP XBT DATA WERE COLLECTED DURING THE PERIOD 23:10 HRS 8 OCT THROUGH 03:19 HRS 9 OCT. AIRCRAFT DATA WERE COLLECTED DURING THE PERIOD 10:25 HRS THROUGH 15:13 HRS 9 OCT.



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REPORT DOCUMENTATION PAGE	READ INSTRUCTIONS BEFORE COMPLETING FORM							
1. REPORT NUMBER 2. GOVT ACCESSION NO.	3. RECIPIENT'S CATALOG NUMBER							
NORDA Technical Note 222 ADA/33	795							
4. TITLE (and Subtitle)	5. TYPE OF REPORT & PERIOD COVERED							
An Analysis of Aircraft Data Collected in the Alboran Sea During Donde Va?, 6 Through 18	Final							
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During the period 6 through 18 October 1982, a U. series of oceanographic survey flights over the Albo	S. Navy aircraft flew a							
platformed international experiment called Donde Varwas to measure the surface and subsurface temperate	? The purpose of the flights I							

This technical note describes these flights and presents the analyses of the

term surface flow, and the atmospheric conditions during the period of the

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intensive field investigations.

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